

PART II.

FIRST REPORT.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

OF

THE HOUSE OF COMMONS

APPOINTED TO ENQUIRE INTO

THE PRESENT STATE OF *Jurisdiction* AFFAIRS

OF

THE EAST-INDIA COMPANY,

AND INTO THE

TRADE BETWEEN GREAT BRITAIN, THE

EAST-INDIES, AND CHINA;

AND TO REPORT TO THE HOUSE.

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1830.

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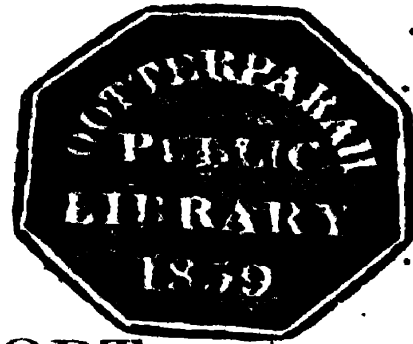
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FIRST REPORT.

THE SELECT COMMITTEE appointed to inquire into the present State of the AFFAIRS OF THE EAST-INDIA COMPANY, and into the TRADE between *Great Britain*, the *East-Indies*, and *China* ; and to report their Observations thereupon to the House ; and who were empowered to report the MINUTES OF THE EVIDENCE taken before them from time to time, to the House ;—

HAVE made a Progress in the Matters to them referred, and had examined several Witnesses ; and directed the MINUTES of the EVIDENCE to be reported to the House up to the 4th day of this instant, March, inclusive.

4th March 1830.

MINUTES OF EVIDENCE.

Lunæ, 15^o die Februarii 1830.

WILLIAM WARD, Esq. in the Chair.

THOMAS GORE LLOYD, Esq., Accountant General of the East-India Company, and JAMES COSMO MELVILL, Esq., Auditor of the East-India Company; called in and examined.

15 Feb. 1830.

J. C. Melvill,
Esq.

1. (*To Mr. Melvill.*)—You fill the office of Auditor to the East-India Company?—I do.

2. Are you Auditor of the accounts of the revenue, commercial and political, or of any other department?—Of the whole of the political accounts of India.

3. What do you consider as the political accounts?—The whole of the revenues and charges applicable to the territorial government of India.

4. Do you include in that the revenue of the old settled districts of the ceded and of the conquered or tributary states?—The whole.

5. Are those accounts sent home annually to England?—They are.

6. To what period have the last complete set been received?—Up to the 30th of April 1828; the account of 1827-1828.

7. Have you seen the printed papers submitted to this Committee, signed William Leach, dated the 4th of January 1830?—I saw them, for the first time, late on Saturday afternoon.

8. Do you know whether that account is made up to April 1827, for the year 1826-7?—It professes to be.

9. The Committee are to understand that you have a whole year's accounts at the India-House, received after those accounts were made up?—Undoubtedly; which, I believe, the Committee will find contained in a paper communicated from the India-House, included in this collection, page 26.

10. Are the Committee to understand that the accounts in Table, No. 1 (A) are a regular abstract of the revenues and

SELECT COMMITTEE OF THE HOUSE OF COMMONS.

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charges under the Bengal presidency?—I have not yet had an opportunity of examining them. 15 Feb. 1830.

11. Will you state whether detailed accounts of the items from which those accounts are made up are also forwarded?—Undoubtedly. J. C. Melvill, Esq.

12. For instance, have you the details of the expenses of the Mint?—We have.

13. Does the return show the coinage, the expenses of the establishment, and other matters connected with the department?—It does.

14. You have stated that you have charge of the political; will you have the goodness to state what other departments of accounts come home from India, and who has charge of them?—I am not aware that any other accounts come home, except the commercial accounts, which come into the Company's home accounts, and of which Mr. Lloyd, the Accountant-general, has charge.

15. Are the Committee to understand that, with the details of the political accounts, and the details of the commercial accounts, they shall have the whole accounts the India Company possess?—If by political is meant the expenses of the political government, including the civil and military charges.

16. Will you state to the Committee under how many different heads the revenues of Bengal are arranged?—The General department, which comprehends the Mint, Post-office, and Stamps; the Judicial department, which merely comprehends a few fees and fines; the Land Revenue department, which comprehends the land revenue; the Customs, which comprehends land and sea customs; the Salt, which comprehends the gross receipts from the sales of salt; the Opium, which comprehends the gross receipts from the sale of opium. There is a new head of account, of the Territories ceded during the present charter on the Nerbuddah; there is, finally, the head of Marine receipts, which comprehends river dues.

17. In what departments are the revenues of Benares included?—They are included under the several heads I have mentioned to the Committee. The head of Revenue shows how much was received from Benares, how much from the old province, how much from the new; and so of the Customs.

18. Are the Committee to understand that in the accounts you keep at the India-House, the profits, if any, of the Benares mint, the receipt, if any, of stamps in that district, would appear as part of the general receipt of the Mint and Stamps?—Undoubtedly, stated separately under that general head.

19. Do you understand what fills up the column here under the head of Benares, where, for instance, for the year 1809-10, the revenue of Benares is stated at £570,486, and for the year 1826-7, it is stated at £784,784; are the Committee to under-

EVIDENCE ON EAST-INDIA AFFAIRS:

15 Feb. 1830. stand that that is the aggregate of the revenue of Benares, and that no portion of it is included in the preceding existing columns?—I should apprehend so; but not having had an opportunity of examining the account, I cannot answer precisely.

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20 The Committee are to understand that there are portions of those columns placed precisely under the same classification under which you have just stated the other revenues to be?—Yes.

21. At the India-House, Benares is kept separate and distinct?—We have the materials for keeping it distinct; they are sent home distinct.

22. There is another column, “Ceded Provinces in Oude;” does that column contain the aggregate of the whole receipts of revenue under every head?—I apprehend the answers I have given as to Benares is applicable to that.

23. And the same with respect to the Conquered provinces?—Yes.

24. Can you furnish to the Committee details respecting those five departments, Benares, Ceded Provinces of Oude, Conquered Provinces, Ceded Territory on the Nerbuddah, Ceded Provinces in Burmah, under their respective heads, in the same manner as the Committee have the revenue for the old provinces of Bengal?—Undoubtedly.

25. In the accounts of the salt revenue, have you the annual expense of the establishment, the gross and net produce, and prices of sale?—Certainly.

26. With respect to opium, the same details can be furnished?—Yes.

27. Under what head are the sayer or inland duties included?—They come under the head of the land revenue, a separate branch of the land revenue, the sayer or transit duties, and the abkarrie or excise duties on spirits.

28. Does the column marked “Total Revenues” contain the entire gross amount of all those revenues which you have now stated?—I presume it does, if the figures are correct.

29. Is it the practice in India, in paying money out of the revenue, to credit only the actual amount received, or do you bring the receipts for all such payments made into the gross amount?—The gross amount is credited without any deduction whatever, the deductions being carried to the opposite side of the account.

30. Will you state how many departments of audit there are in Calcutta, for examining those accounts before they are settled and sent to England?—They are audited by the several Boards and separate functionaries.

31. How many Boards are there, and what are their duties?

—There are three Boards; one of Revenue, consisting of three or four members, civil servants; there is a Board of Salt and Opium, consisting of three members, civil servants; and there is a Marine Board, consisting of three civil servants and the Master-Attendant in Calcutta: each of these Boards has an accountant.

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Esq.

32. Are those Boards entirely separate from each other, so that no members of one are members of another?—The Marine Board is united in a great measure with the Board of Salt and Opium, only that the Master-Attendant is a member of the Board for marine purposes.

33. You mean to say that the Salt and Opium Board, joined by the Master-Attendant, sits as the Marine Board?—Yes. The civil charges are not audited by either of those Boards, but by an officer expressly for that purpose, who is denominated the Civil Auditor, and who audits also the accounts of the Mint and of the Post-office. The military charges are audited by a separate auditor, under the denomination of the Military Auditor-General, who is a member of the Military Board.

34. Will you state the constitution of the Military Board?—It is not in my department.

35. Will you state what period elapses after the close of the year before the land revenue is audited and settled?—About ten months. The accounts are closed to the 30th of April in each year, and they should be despatched about the January or February following. That delay is created by the revenue accounts and military accounts not being intermediately audited.

36. Will you state to what cause the delay that takes place is to be assigned?—The complexity of the accounts, the vast sums they embrace, and the necessity of referring to a great distance.

37. Will you state the time that elapses in the final audit of the other Boards after the closing of the year?—About the same time.

38. Does the auditing at home in your office include any judgment upon the charges, or is it merely passing the accounts as they are passed in India?—It is merely a revision of the accounts; the auditing of the accounts, properly so called, takes place in India.

39. Your office in England is merely recording the transactions of the audit offices in India?—Clearly so; so far as respects the audit branch of business. The duty consists in revising the whole of the Indian books, and seeing that all the orders of the home authorities with respect to the mode of keeping those accounts have been strictly observed.

40. Do you conceive that the system of audit of the accounts in India, and afterwards by re-examination at home, is as good a system as can be established, or that it might be improved?—

EVIDENCE ON EAST-INDIA AFFAIRS:

15 Feb. 1830. If I may be permitted to form a judgment, I should say that the system that now prevails in India is a good one; that the accounts are quickly audited, considering the vast sums and the description of the expenditure they embrace.

J. C. Melvill,
Esq.

41. You have stated that the office with which you are connected audits merely the political accounts?—Meaning by that the whole of the territorial revenues and charges; what would be called the Government accounts.

42. In what office are the commercial accounts audited?—By Mr. Lloyd, the Accountant-General, who is here.

43. Do you mean the accounts in India connected with India, as well as the accounts at home?—I apprehend that the audit of commercial accounts takes place in India; and that what takes place in this country by Mr. Lloyd is very similar to that which takes place in my office in regard to the political accounts.

44. So that the commercial accounts in India are not included in your department?—They are not.

45. They are made up in India, and not in London?—Not in London.

46. Are the salt and opium accounts included in your department?—They are.

47. You consider them purely revenue accounts, and not commercial?—Clearly revenue accounts.

48. Have the goodness to state how the salt comes into the possession of the East-India Company?—The Committee will be pleased to understand mine is merely a department of account.

49. In page 6 of the accounts before the Committee, it appears that in the year 1826-7 the profits of the Government Bank are brought in under the head of Mint; are the profits of the Bank generally brought in under the head of Mint, or is that the only year in which they have been so introduced?—I believe that is the only year in which there are any profits from the Government Bank at Madras, and it is only at Madras that there is purely a Government Bank: those profits had accumulated for a long course of years, without being brought to account, and there was an adjustment in that year. I was not aware, until the honourable Member pointed it out, that this item was stated in the accounts signed "William Leach," under the head of Mint.

50. Can you inform the Committee in what manner the salt and opium come into the possession of the Company's authorities in India?—I have not in my department the documents which would furnish the information.

51. With regard to the salt and opium, can you inform the Committee whether, under the head of Revenue, as that including the gross amount, you take the repayment of advances

of the year previous which is put together with the charges under the same head? - It is a cash transaction; and these accounts show in one year what has been received in that year and what has been spent and advanced in that year.

15 Feb 1830.

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52. Under the head of Revenue you have separately that received as revenue for the salt and opium, also that received in repayment of advances made in the preceding year?—What is termed advances is money issued to the manufacturer for the purchase of the article, and not intended to be repaid; it is an advance to him on account of his contract.

53. The Committee are not to understand, then, that if you deduct the smaller from the larger sum, that which remains is the exact profit of that year?—No, not of that year.

54. It may be taken running from year to year, as showing the net balance?—Yes.

55. What is comprehended under the head of Marine Revenue?—There are river dues, moorings and pilotage, and lighthouse dues also.

56. Will you state in what manner the military stores, which strictly belong to the political department, which are purchased in England and sent out, are brought into the accounts?—They are included among the territorial charges paid in England.

57. They do not enter into this account at all.—Certainly not.

58. Does the revenue of the Mint include seignorage, or from what does that arise?—There is a duty upon coinage; I presume a seignorage.

59. Are you aware whether any alteration has been made since the report of the Committee in 1810, in which the statement of the Mint regulations is contained?—I am not aware of any alteration; the business connected with the Mint is in a separate department.

60. Can the Committee obtain an account of the items from which this revenue arises?—Undoubtedly.

61. In the money coined at the Mint on account of the Company, is that charge for seignorage included?—I am not able to answer that question without referring to the detailed accounts.

62. Does that remain as stated in the Report of 1810? - I believe it does; but I must take the liberty of referring the Committee to the department in which the business of the Mint is transacted.

63. Can you state whether the sum credited in each year as profit to the Mint is net profit, or whether there is a charge to be set against it?—There is a large charge on the opposite side of the account.

64. Is the East-India Company, in its commercial capacity,

15 Feb. 1830. charged with a seignorage for the money coined at the India mints?—I apprehend that the Company, in its commercial capacity, has no money coined at the India mints; in its territorial capacity it has.

J. C. Melvill,
Esq.

65. Is there any seignorage charged in this account of receipts for money coined for the Company generally?—I am not aware; but the honourable Committee may be furnished with the details of the account.

66. Are you aware that any portion of the revenues of Bengal are received in kind?—No, I apprehend not.

WILLIAM LEACH, Esq., Accountant to the Board of Commissioners for the Affairs of India, called in, and examined.

Wm. Leach,
Esq.

67. Will you look at that paper that you have in your hand, page 4, under the head of Benares, and state whether you conceive the sums in that column of land revenue, stamps, and every other kind of income received in Benares, are included?—This account has been made up from the accounts presented to Parliament every year, and I suppose it to include all those items. Mr. Melvill, being present, can of course speak to the fact.

J. C. Melvill,
Esq.

68. (*Mr. Melvill.*) Do you, in the accounts that you make up for Parliament, include Benares separately?—Yes, I do; and that includes all the heads.

Wm. Leach,
Esq.

69. (*To Mr. Leach.*) Have the goodness to state at what exchange you have converted all the rupees into pounds in the Table you have laid before the Committee?—At the exchange used in the Parliamentary accounts; 2s. the current rupee.

70. Are all the accounts of Bengal kept in current rupees, or siccas?—They are kept in siccas. The difference between the current and sicca is 16 per cent.; the sicca rupee is 16 per cent. better than the current; that is the rate at which the sterling value shewn in the accounts before Parliament is calculated.

71. In what rupee are the whole of those accounts of the revenue kept at Calcutta?—In sicca rupees.

72. At what rate do you convert the sicca rupee into current?—By taking the sicca at 16 per cent. better than the current rupee at 2s., which makes 2s. 3d. and $\frac{84}{100}$ ths for the sicca rupee.

73. The process you adopt is first to convert the sicca into current rupees, and then the current rupees into pounds sterling, at the exchange of 2s. the current rupee?—Exactly so.

74. Is the exchange you have taken the commercial exchange?—No; it is the exchange that has been in use in the accounts before Parliament for a very long series of years.

75. (*To Mr. Melvill.*) How do you consider this rate of conversion to be, as compared with the intrinsic value of the sicca

rupee?—Do the Committee mean, that in computing the intrinsic value, I am to refer to the standard price of silver at the English Mint?

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76. Yes.—Taking the price of silver at the Mint standard in England, of 5s. 2d. per ounce, the intrinsic value of the sicca rupee is about 2s. 0½d.; and by the process adopted in this account, as explained by Mr. Leach, the sicca rupee is made to be worth nearly 2s. 4d.

77. Are you aware that the present rate of mercantile exchange is only 1s. 11d. per sicca rupee?—Yes, taking a bill of exchange in India upon London.

78. Have the goodness to state the intrinsic value of the Madras and Bombay rupee?—The Madras accounts, as rendered to Parliament, are stated in India in rupees; those rupees are, in this country, converted into pagodas, at the rate of three and a half rupees for one pagoda; and then the pagoda is converted into sterling, at 8s. the pagoda; and at that rate the Madras rupee is made to be worth 2s. 3d. and $\frac{408}{1000}$ th parts. At the Mint price of silver in England the value of the Madras rupee would be only 1s. 11d. and $\frac{40}{1000}$ th parts. The Bombay accounts are stated in India in rupees; and the rupees in England are converted at the rate of 2s. 3d. each; the intrinsic value is 1s. 11d. and $\frac{408}{1000}$ th parts.

79. How are the revenue and other accounts kept at Madras?—In Madras rupees, since the year 1819, when the currency was changed to rupees from pagodas, in which latter coin the accounts were previously kept.

80. Is the rupee, since 1819, of the value you have stated, of 2s. 3d. and $\frac{408}{1000}$ th parts?—That is the value assumed only in our English view of the accounts; the real value is 1s. 11d. and $\frac{40}{1000}$ th parts.

81. In what manner are the accounts kept at Bombay?—In rupees.

82. Those rupees are converted at what?—At 2s. 3d.

83. What is the intrinsic value?—The same as in the former case, assuming the price of silver in England to be 5s. 2d. an ounce.

84. How are they kept at Benares?—They are kept in Furruckabad rupees, and they are converted at the presidency into sicca rupees, at four and a half per cent. worse than the sicca, which is about the intrinsic difference.

85. In what coin are the accounts of the ceded province of Oude kept?—In the Furruckabad rupees. I rather think that in the whole of the Bengal territories there are only two descriptions of coin used in the accounts, the Furruckabad and the sicca rupees.

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Esq.*

86. In what manner are the accounts of the conquered provinces kept?—In Furruckabad rupees.

87. In what manner are the accounts of Prince of Wales' Island kept?—In sonaut rupees; they were formerly kept in dollars.

88. Are the Committee to understand that in using the term intrinsic value, you are obliged to make use of the rule of the English Mint for the relation between gold and silver?—I took the liberty of asking whether I was to adopt that standard in giving my answers, and I have done so.

89. Is not that rule arbitrary?—I apprehend it is.

90. What would be the average difference in the computation between the real and the supposed value?—About 12 per cent. as far as respects Bengal; but if the Committee take the average of the differences applicable to all the presidencies, about 15 per cent.

91. You have stated two sums as being included in the land revenue; are there any other sums included under the head of land revenue, or is the Committee to understand that the whole of the remainder is really land revenue?—The land revenue merely comprehends two great heads of account, the land revenue, and the sayer and abkarrie; the sayer is still preserved in the accounts.

92. Under the head of Charges under the Bengal government, how many heads of accounts are there?—There are the same heads of account as there are on the receipt side, and there are some additional, there are the military charges under a separate head.

93. Does the head called Civil come under the general department?—Yes, it does.

94. In the charges are the articles of machinery for the Mint that have been sent out from England included?—Yes, undoubtedly; I apprehend that they are not included under the column referred to, but would come under the head of Territorial Stores.

95. In the column of Charges, where £47,426 appear as expended in the year 1826-7, does the machinery come in that account?—No, certainly not under that column.

96. Will the freight and insurance, and all the expenses attending them, come under the head of Buildings and Fortifications?—If the Committee refer to the expenses which have been incurred in building the new Mint, undoubtedly under the head of Buildings; but if they refer to the expense of machinery, that will come under the Territorial Charges paid in England, which will include the freight and all the expenses.

97. Are the Committee to understand that, under the head of Buildings and Fortifications, there is no distinction drawn

between military buildings and civil buildings?—The accounts distinguish the military from the civil buildings. 15 Feb. 1830:

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98. Under this head of Mint, £47,000, what is included?—The whole expense of the establishment, salaries, and loss on refining and melting, and charges of that description.

99. All the European and native servants employed in the Mint are there included?—Yes.

100. There appears to be a great increase in the charges of the Mint during the latter years of this account as compared with the former; can you give a reason for that increase?—I apprehend there has been a great increase of business in the latter years in the Mint.

101. The next item is the Post-office, where there is an increase of £50,000?—I would explain, with reference to that increase, that it principally arose from a transfer from the charges of Political residents to the head of "Post-office," of the expense of what is called the Political dawks.

102. Do you know whether the Company is charged postage in its commercial department in this account?—I am not aware.

103. The third column is Civil Charges; will you have the goodness to explain them. They appear in 1809-10 to be £600,740, and in the year 1826-7 they appear to be £1,321,824. Explain under what head the several sums included under this word "civil" come?—One of the principal items is the whole of the charge of the political residences and embassies to native courts. Another principal item is the whole of the expense of public offices and establishments at the presidency, including the salaries of the Governor-General, and the Members of Council. Another principal head of expense is the Nizamut stipends, and other allowances, which we are bound by treaty to pay. There is another principal head, the Provincial Battalions.

104. Is the police of Calcutta included?—All the provincial and Calcutta battalions are included.

105. Are the irregular cavalry included in that?—No.

106. Are the expenses attending the journies of the Commander-in-chief and the Governor-General included in this?—They are included in another head of charges, the Durbar charges, which is also comprehended in these civil charges, which likewise include subsidy to the king of Persia.

107. Does that include embassies sent from the other presidencies as well as from Calcutta?—Yes, all the political residencies are comprised in the Bengal accounts, and all the embassies.

108. No part of the charges connected with the collection of the revenue are here included?—The revenue charges are not included in the civil charges.

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Esq.*

109. Under what head does the expense of the College come?—That comes also under the civil charges. The contributions to public institutions are all included.

110. In reference to the column of Land Revenue, can you give the information whether that is a revenue collected in money or collected in kind?—In money. There is no revenue paid in kind in Bengal.

111. The stamps appear to have been in 1809-10, £9,555; and in the year 1826-7, £67,766. What kind of stamps, or what items, are comprehended under that?—Salaries and establishment, and paper and all incidental expenses.

112. Does that include any thing for the machinery used in stamping?—No, I apprehend not.

113. Are you aware that the charge upon the stamps amounts to full 30 per cent.?—I recollect some alteration in the mode of keeping the stamp accounts; and I believe that a portion of that charge is an allowance in commutation of fees formerly levied on the institution of suits. There was an account to that effect laid before Parliament some time ago, and that account may be continued. I believe the charge of collection of stamp duties to be about 15 per cent.

114. Would it be practicable to furnish an account of the expense of the per-centage of collecting all the revenue in detail?—Clearly so.

115. Can you account for the very great increase of the revenue on stamps for the last three years of this account?—There has been an extension of stamp duty to Calcutta.

116. Can you account why in the year 1826-7 the receipt was £219,607, and the estimated receipt for 1827-8 is £254,435, being a difference of about £30,000?—I suppose that to have been in consequence of the new system having been only in partial operation in the year 1826-7, and it being supposed it would come into complete operation in 1827-8.

117. Under what head are the charges for collecting the land revenue?—Under the head of Revenue.

118. Is that exclusively the charge of land revenue, or does it include charges on any other revenue?—It includes other sums that would not be properly considered the expenses of collecting the revenue; many stipends to rajahs and other persons.

119. There is only one class of stipends included under civil?—Only the Nizamut.

120. Can you give any reason to the Committee for the increase of charge upon the collection of the revenue, being from 1809-10 to 1826-7, in the proportion of nearly one-third, and the increase of revenue collected being only about in the proportion of one-ninth?—A good deal of the increase has

been caused by new territory, which has lately come into the Company's possession; undoubtedly the charge of collecting revenue on new territory is greater than on old territory; but without examining the details I cannot state farther.

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Esq.

121. You were understood to state, that under the head the Committee are now considering, the Benares and the Ceded and Conquered Provinces were not included, that they had all their separate heads in another account?—I understood the Committee to refer only to charges of collecting on the old territory, respecting which it is impossible to explain the cause of the increase without looking into the particulars of the account.

122. What items are contained within the column "Supreme Court and Law," £56,917 in the year 1809-10, and £54,239 in the year 1826-7?—The charge of the King's Courts.

123. Does it include all payments of every kind; pensions, if there are any, connected with the Supreme Court?—Yes, it does; excepting only such portions as are paid in England.

124. And there is no charge on account of the Supreme Court in any other department?—No, there is not, with the before-mentioned exceptions.

125. Does it include payments made in England?—No; they are brought into account at home, and charged in that shape to India.

126. The next is the head of Sudder and Zillah Courts; does that include the expense within Bengal, Behar, and Orissa, or any other district?—It includes only Bengal, Behar, and Orissa, as far as I can judge from reference to the account at the moment.

127. It is observable in the accounts as they stand, that on the Revenue side and on the charge side the revenue and charge of the Ceded Provinces and Conquered Provinces are given in gross; can accounts in detail be given of both those?—Yes, clearly.

128. Can you account at all for the expense of the collection of the duties of customs having increased so prodigiously; it appearing that in 1809-10 it was £10 per cent., whereas in 1826-7 it was £20 per cent.?—I have no doubt it is susceptible of explanation, but I have not the materials at present before me.

129. Can you furnish the Committee with an account of the outstanding arrears and balances of the land revenue at the time of making up the account?—Yes, certainly.

130. Can you inform the Committee whether the "Customs" include the charges of customs on goods imported on account of the East-India Company into Calcutta?—Yes, undoubtedly. The Company, in its commercial character, pays the same duties upon imports and exports as are charged to individual merchants.

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131. Do their stores pay duty?—Not their political or military stores; all Company's merchandize pays a duty.

132. Are all the charges upon the entrance of articles of consumption into Calcutta included under the head of this charge of Customs?—Yes, they are.

133. Are the Company's salt and other things, when imported into Calcutta, entered?—Yes.

134. The next head is "Revenue;" will you state what are the items that come under the charges of revenue?—The charges of collecting the revenue, including the salaries of the members of the Boards of Revenue; the charges of the Collectors in the various districts; there are also charges denominated Pulbundy charges; there is the charge of Revenue surveys; I am not aware at this moment of any other except pensions.

135. Are the expenses of those that are sent to assist the collectors included?—In the charges of the collectors are included the cost of their establishments, as well as their own allowances.

136. With the Subrundy corps?—No, they are not included in the revenue charges; which, however, comprise pensions of a very considerable amount chargeable on the revenue, being stipends to natives,

137. Are there any charges on account of education here?—No; the pensions are a very material item.

138. Is there any expense attending the abkarrie or license system?—There is a charge for collecting.

139. Under the next column of "Charges of Ceded Provinces," what is included?—The charge for collecting the land revenue, and other receipts, from the new territory on the Nerbuddah.

140. Under the head of Military Charges there is the amount of three millions and a half in 1809, and five millions and a half in 1826; are those confined entirely to the pay of the military, or what is included?—All military expenses of every description; all war charges; the charge of stores bought in India, but not that of stores purchased in England.

141. Do fortifications built come under that head?—No.

142. Have you the means of distinguishing the ordinary from the extraordinary military expenses, and of separating the expenses which have been incurred in the wars which have taken place in the period of those accounts, from the ordinary expenses of the military establishment?—In a considerable degree; but I should fear not altogether.

143. What comes under the head of "Marine Charges?"—The whole of the Master Attendant's establishment, and the whole of the Pilot's establishment.

144. Are all buildings connected with the marine included here?—The buildings are altogether a separate head. 15 Feb. 1830.

145. The only other item is "Interest on Debts;" does that include all debts payable with interest?—All interest that is payable on the Indian debt, whether that interest be payable in India or in England.

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146. What change has there been in the rate of interest paid in India?—In 1809 it was eight per cent.; in 1814, six per cent.; and in 1828, it is five per cent.; that is the average rate.

147. By whose authority would it be that the increase of debt upon the territorial revenues accrued would be transferred; for instance, supposing there was a defalcation on the general account to a considerable amount, in any given year, would it be by the authority solely of the Company themselves that they would transfer that as a debt to the territorial revenue?—The plan for the separation of the accounts has been framed in obedience to a Parliamentary enactment, and has been approved by the Board of Commissioners for the Affairs of India, and has been laid before Parliament. I refer to the last Charter Act. By that Act the Home expenses were divided, and instructions were given to the several Presidencies, who framed the accounts on the same principle; and those have been approved by the Commissioners under that Act.

148. In your opinion, does that separation, which is directed by Act of Parliament, give a fair means of really judging of the result of the Company's trading as merchants?—With one important exception. The plan provides that the rates of exchange which have been to-day mentioned, with reference to the territorial accounts, shall be observed in that separation; and the effect of observing those rates is, that the Commerce pays very largely, and the Territory gains very largely. Perhaps I ought to explain to the Committee, that the operation is simply this: the Commerce disburses in England for the Territory, in military pay and allowances to King's and Company's officers in England, in the purchase of political stores, and in various territorial charges, amounting, on an average, to about three millions sterling annually. The Act of Parliament provides that the Territory shall issue in India, for the purposes of commerce, an equivalent to the sums so issued in England; and the plan of separation directs that the Commerce shall be repaid its issues made in England, at the rates which have been mentioned.

149. Has any estimate been made of the extent of the injury that the Company suffer in their commercial capacity under that arrangement?—I believe it has; Mr. Lloyd has, I believe, prepared such an estimate.

150. (To Mr. Lloyd).—Can you furnish the Committee with an estimate which you consider to be correct, of what the Company suffer in their commercial capacity under that regulation

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EVIDENCE ON EAST-INDIA AFFAIRS:

15 Feb. 1830. with respect to the exchange?—Yes, I can, up to the year 1829.

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151. Do you consider that, with the exception of that circumstance which you have mentioned, the separation between the political and commercial character of the Company is fairly stated in the accounts?—With that exception, I am certainly of that opinion.

152. And that if they were different interests, one acting as sovereigns, and the other acting as merchants, the accounts would show clearly what has been the result in the one capacity and the other?—Exactly so.

153. Would you be able to produce an account upon any particular investment from India to England, and also from India to China, stating the amount at which that investment was laid in, and the actual receipts obtained upon that investment?—Yes, I have no doubt I could.

154. Is there any capital belonging to the Company in their capacity as a commercial company, with which they trade?—I apprehend that their commercial assets constitute their commercial capital.

155. There is no disposable capital in the shape of money for the purchase of those investments?—We have disposable money, cash being one of the assets.

156. Is it not the usual custom to draw on the territorial possessions of India for such investments?—Certainly not.

157. Do any charges of any kind connected with commerce for providing the investment appear at all?—Not in the territorial; they are stated in the commercial account.

158. Are the Committee to understand, that on no occasion the investments of the Company, as a commercial company, have been made through the medium of the territorial revenues in India?—Since the year 1814, when the accounts were directed by the Act passed in 1813 to be kept under the heads of Territorial and Commercial, there has been a running account between the Territory and Commerce; the commerce has paid for every thing they have received from India, and there is now a balance of upwards of 5,000,000 sterling due from the Territory to the Commerce.

159. Can you give the Committee an account of the trade of the Company to India, and the trade of the Company to China; the trade of the Company between India and China distinct, with the result of each description of trade?—We can.

160. Up to what period can that be furnished?—As far as regards the home accounts, up to May 1829: the foreign accounts, as far as the books have been received; I think we have not received the books of 1827-8.

161. If Commerce now stands creditor to Territory 5,000,000

and upwards, will not the manner in which the repayment of those advances have been valued, as stated before, nearly double the amount?—I have no doubt it will exceed the proportion that the Committee have stated. I think, from some papers I have been preparing, the additional claim upon the Territory, if I use the mercantile rate of exchange in England for bills upon India, would be 7,000,000 sterling in addition to the 5,000,000.

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162. When you talk of commerce do you include the China trade?—The China trade is part of our commercial concern, certainly.

163. (To Mr. Melvill.)—Can you inform the Committee of the reason of the extraordinary increase in the department of the Marine; in 1809-10 it was £75,147, and in 1827-8 the estimate was to the amount of £239,273?—Much of the increase is attributable to the estimate having included charges connected with the Burmese war; and there was also brought into the estimate the cost of a steam-vessel.

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Esq.

164. Still the increase was much more than doubled in the year previous to the Burmese war?—Yes; but I think that many of the accounts of that expenditure were unadjusted.

165. (To Mr. Lloyd.)—Can you state as to the creditors of this large debt of the East-India Company, what proportion is held in Europe and what in India?—I can furnish the Committee with a statement of a former Accountant-general in Bengal, in which he stated the proportion held by natives and the proportion held by European residents in India.

T. G. Lloyd,
Esq.

166. Are there accounts at the India-House which will show an estimate of the reductions which it is understood are now going on in India?—(Mr. Melvill.)—Certain statements have been received from India, showing the progress of those reductions; and the Court of Directors have ordered very extensive reductions, which are now in progress; the nature of those may be stated.

J. C. Melvill,
Esq.

Jovis, 18^o die Februarii, 1830.

CHARLES MARJORIBANKS, Esq. called in and examined.

167. You are a servant of the East-India Company in their China Factory?—I am.

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168. How many years have you been in the Company's service?—I have been seventeen years in the service of the East-India Company; the greater part of that time resident in China.

169. In that situation you had an opportunity of making yourself master of the mode in which the trade between China and England is conducted?—I have had opportunities of acquiring information upon this subject.

18 Feb. 1830. 170. Is the foreign trade of China confined to one port alone?

—It is so at present. The Spaniards still enjoy the right of trade to the port of Amoy, in the province of Fokien; but I believe *C. Marjoribanks, Esq.* it to be merely a nominal privilege, inasmuch as they seldom avail themselves of it. The foreign trade was in former years open to other parts of the empire, to Chusan, Limpo, and the island of Formosa, from which ports foreigners were gradually excluded by the enactments and oppressions of the Chinese government; but foreign trade is now entirely confined to the port of Canton.

171. Is that trade carried on by many persons, or under what peculiar circumstances is the trade with China carried on?—The legal trade with China, as far as the Chinese is concerned, is carried on by a body of men called Hong merchants, at present seven in number.

172. Those Hong merchants, therefore, may be considered as enjoying a monopoly of the China trade?—They enjoy the monopoly of the legal trade as it is at present carried on, and are the only persons permitted by the Chinese laws and government to conduct trade with foreigners.

173. Do you consider that the present system of carrying on the trade is advantageous to China?—I conceive very great advantages result to China generally from foreign trade. The Chinese government has invariably, from the first periods of our intercourse with them down to the present period, professed to hold it in contempt, but I believe they are well aware that very great advantages result to the empire generally from the foreign trade. I do not believe that any large sum is paid into the Imperial Exchequer at Pekin in the shape of government revenue; I have heard that sum differently estimated, but I have seldom heard it stated to exceed two millions of dollars from the whole foreign trade; I have heard it so stated upon Chinese authority, which is always more or less a questionable authority; but I believe great advantages result to the country generally from the foreign trade, from the encouragement which it gives to native industry, from the numerous natives employed in different ways in the transactions of foreign commerce, and from the very flourishing state of the southern provinces of the empire, among which I include the Tea provinces, which owe their prosperous condition very materially to the foreign trade. I believe the appointments of the government offices at Canton are considered amongst the best in the empire; the Chinese themselves, in speaking of an appointment at Canton, call it quaintly *promoting* to Canton, considering it a promotion from most of the other government situations in the empire. It affords to the government officers numerous opportunities of realizing fortunes, which they have not always the means of enjoying, from the insecurity of property.

174. Has any change taken place in the trade within your

recollection?—Yes, very considerable changes have taken place in the foreign trade generally. One of the greatest changes which has taken place, and which, in my own opinion, will sooner or later affect the security of our trade, is the enormous extent of the smuggling trade now carried on in China, amongst the islands in the mouth of the Canton river, to a very great extent indeed; so much so, that if the Chinese government had the inclination, I do not imagine they possess the means of putting it down, at least by any marine force which they have. That trade has originated very much in the opium trade, which used formerly to be carried on at the port of Macao, which was then principally in the hands of the Portuguese; but by their enactments, which prevented other foreigners from engaging in it except naturalized Portuguese subjects, which enactments were principally passed with a view of excluding British merchants from any participation in its advantages, the opium trade was forced to Whampoa, which may be considered the port of Canton: there it was met by counteracting prohibitions and exactions of the Chinese government. It was then compelled to seek refuge amongst the islands in the mouth of the Canton river, where it is now carried on to a very great extent: indeed, not only in opium, but in articles of every description. Great apprehensions have arisen on the part of the persons connected with the Chinese government, of the deficiencies which are likely to arise in their legal duties, as well as in the profits of the situations of the Government officers in Canton, if the trade is permitted to increase in the manner in which it shows a disposition to do at present. Such is the corrupt nature of the government, that the lower custom-house officers, who are appointed to put down smuggling, are frequently the persons by whose instrumentality it is carried on. There are other changes which have taken place in China during the period of my residence. I think the condition of British subjects in China, with reference to their relations with the Chinese government, has very materially improved within my recollection, and the Company's trade in tea has increased considerably.

175. Has the situation of British residents in China been improved or otherwise, or their commercial interest promoted by the last embassy to Peking?—I think our situation has very materially improved; inasmuch as a very favourable impression was made upon the minds of the Chinese government, and indeed of the people generally, by the late embassy to Peking, which arose very much out of the principles upon which that embassy was conducted—principles which I have always considered as the most conducive to the Company's interests in China—namely, great conciliation in all intercourse with government, but at the same time perfect firmness and decision in all material points which involved either the national character there, or the interests of our commerce; and our national reputation and commercial interests have ever had a near and

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18 Feb. 1830. intimate connection. I have always seen in China, that what has proved injurious to our national reputation, has had an equally injurious effect upon our commercial interests : I believe it will continue to remain so. I conceive that our character has been raised in public estimation in China by the conduct of Lord Amherst's embassy ; and I believe the resistance which Lord Amherst made to the requisitions of the Chinese government, which involved on the part of the foreigners the most humiliating compliances, has raised, at least preserved unimpaired, the British character in China. It is in the very nature of an arbitrary government to trample on abject submission, and to have its appetite increased by the very means which are adopted for its gratification. By a subservient course of conduct we should only have incurred degradation, without the shadow of an equivalent. In former years I am not prepared to say it was the case, but since I have known China, the representatives of the Company have endeavoured as much as possible to proceed in such a manner in their intercourse with the government and people of the country, as not to sacrifice national character for the acquirement of a temporary advantage.

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176. Do you consider the Company's representatives in China to possess a superior influence over other foreigners?—Certainly I do.

177. From what cause?—From the great magnitude of their trade, as well as from the superior importance which attaches to British residents in China, as in most parts of the world. A knowledge of the Company's power and influence in India certainly contributes to the influence which their representatives possess with the government of China—an influence which perhaps increases the jealousy and apprehension of the government ; while it does so, it increases their anxiety to remain on good terms with us. When I speak of British residents, I mean in any part of the world I have been in, I have generally seen British residents fully more respected than those of any other countries, and I think that enters into the causes which produce the estimation in which we are held in China.

178. What general effect, in your opinion, would be produced in China by the opening of the trade to China generally to British ships?—I consider that every increased number of British ships which resort to Canton more than is necessary for the trade, tend to endanger the security of the trade. I mean to say, that every increased resort of British subjects to Canton, by bringing them more into possible collision with the Chinese than they at present are under the existing system, would tend to endanger the security of that trade. I think a number of individuals would resort from this country who would enter into very active competition with each other in the markets.

of Canton, and that that individual competition would have a tendency to induce them to undersell each other in imports, and to give higher prices for the productions of China than are now given by the East-India Company. As the trade at present exists, the Company enter as an individual purchaser into the market, and have a very great control in consequence over the markets of China, which I do not think individuals would possess; I think it would be very difficult, in the restricted limits to which foreigners are generally confined in Canton, for British subjects generally to be admitted there; I think it would be found too small for their active competition, and that they would not submit to the required restrictions. I am of opinion that one of the immediate effects of an open trade to China would be to raise the prices of tea in the Canton market, which have remained for many years fixed, by the power of the Company enabling them to resist any attempts which have been made to raise them. I think also that the opening of the trade would very much endanger its security, by the increase which would take place in the foreign smuggling trade; and I think its general effect would be to lower the English character in the estimation of the Chinese.

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179. Have you any means of knowing whether the Chinese authorities and the Hong merchants have formed any opinion of the advantage or otherwise to them of an open trade?—The government have at all times objected to innovation of any kind; and they have been so long accustomed to the manner in which the trade has been conducted, and to the regular system which they have been enabled to establish, that I think they would very unwillingly exchange it for any other. I have been told by the Chinese with whom I have conversed, that the officers connected with the government, upon hearing that changes were in contemplation, expressed themselves inimical to such changes. The Hong merchants themselves, at least the wealthier part of them, are decidedly against any change which would subvert the system on which the Company's trade is conducted. Howqua, the senior Hong merchant, speaking in reference to the subject, said, he looked with dread and apprehension at an increased number of British ships; which implies an increased resort of British subjects arriving at Canton. I believe the Chinese to be perfectly satisfied with the extreme regularity with which the Company's affairs are conducted, as well as with the good faith which is uniformly preserved by the Factory in their several transactions.

180. Do you think that any increased consumption of British manufactured articles would take place if the trade was more open to China than it now is?—I am not disposed to think so; and my reasons for not thinking so are, that I have known the Chinese markets of late years frequently filled with English manufactures upon which prime cost could not be

18 Feb. 1830. realized. I have known several investments imported by Americans and others, which have sold at a very considerable discount; and I know that the Company have for many years, and in former times, sustained very great losses indeed upon the import trade into China from England.

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Esq.*

181. Will you explain to the Committee the mode in which the supercargoes buy and sell generally for the Company in China? — Our dealings take place directly with the Hong merchants, who come to the Factory. We partly hear from them the state of the markets generally, and we ascertain from other sources the state of those markets. All the transactions of the Company's servants are confined to the Hong merchants. Indeed the Company is the only legal trader in relation to the Chinese laws at present in China. I mean that all other foreigners are more or less connected with the illicit trade.

182. Are measures constantly taken for the increase of the consumption of British manufactures in China by the Company? — Since I have been acquainted with China, and on reference to the records of the Company, I have found that the subject more than any other which the Company's authorities in this country have urged on their servants in China has been, that they should use every endeavour to extend the consumption of British manufactures in China. I believe that anxiety has not been found wanting on the part of the Company's representatives in China, both from a wish to maintain credit in the estimation of their employers, as well as from a desire to promote the general interests of British manufacturers. If selfish interests can be supposed to enter into the arrangement at all, of course our commissions would increase with increasing extent of sale. The greater the sale the greater our profits. But I believe the anxiety of the Factory to promote the consumption of British manufactures in China originates in superior motives to any arising out of mere selfish considerations.

183. What do you consider the impediments to a great extension of trade? — The limits which the Chinese have set to the foreign trade; their confining it to one remote corner of one of the southern provinces of the empire. The articles which we import into China are carried to the northern provinces through the interior of the country. The Chinese have every facility of internal intercourse by navigable rivers and canals; but such a system is to a certain extent expensive. I conceive, also, the Chinese to have arrived at a very great perfection in their own manufactures, some of which are superior to our own, and existed many hundred years before we manufactured at all: perhaps their manufactures have not advanced in excellence for many hundred years.

184. What articles are imported into China in the shape of raw materials in the ships of the Company generally, and by private persons, from India? — The great import of raw material

into China in the ships of the Company from India is cotton from the presidencies of Bombay and Bengal, and a small portion from Madras; there are pepper and betel-nut, and rattans, and articles of that description, which the Company of later years have left entirely to their officers, and is a part of the trade carried on by country ships. The country trade now in China forms, I conceive, a very important branch of the British trade, both from its extent, and from the profits which arise to the persons engaged in it. It is a trade which, I believe, the Company's authorities in China have shewn every disposition to give every assistance to. They never considered that commerce at variance with that of the Company.

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185. Generally speaking, have the Company's representatives encouraged to the utmost the import of the raw material?—Yes, they have done all in their power to promote it.

186. Will you explain to the Committee the mode in which the teas are bought for the Company, and how they are examined as to their quality, and their prices arranged?—The most considerable portion of the Company's tea investment is contracted for by the Company with the Hong merchants, in the season previously to that in which the teas are delivered to them. The Hong merchants enter into engagements with the tea merchants, and make to them advances upon those contracts. The tea when it is brought to Canton is submitted to the inspection of the Company's inspectors there, and indeed is subjected to every scrutiny which is supposed to be desirable to ascertain its quality. The Company have, I believe I may say, every leaf of black tea at their option; I mean every parcel of black tea of any value is first offered to the Company, and is submitted to their inspection previously to its reception.

187. Have they an equal advantage in respect to green teas?—We experience competition with the Americans in respect to some of the classes of green teas, and they frequently give higher prices for those green teas than the Company's standard prices. The tea brokers themselves, I mean the green tea merchants, who deliver their teas to the Hong merchants, are a body of men consisting very nearly of 400. They are men of very small capital indeed; the advances are very much made to them from merchants in Canton. Those persons always show a greater wish to deal with the Company than with individual merchants, from the obvious reason that they consider them a more secure and regular customer, a better customer and a better paymaster.

188. The large amount, therefore, of the Company's trade, gives to their agents in China great influence with the Hong merchants?—Unquestionably, and with all the government authorities in any way connected with the foreign trade.

189. Has not this influence been very beneficial to the whole

18 Feb. 1830. foreign trade of the port?—I conceive the Company's trade to be very beneficial to the foreign trade generally. It has formed a sort of breakwater to that trade; having prevented innovations of the Chinese government, which they are always sufficiently disposed to make upon such privileges as we possess; and having prevented several attempts which have been made to raise the prices of teas, and to levy exactions upon the trade. In some instances, though the trade in China, as far as regards the Chinese, is a monopoly at present, yet the government has endeavoured to make it a still closer monopoly, what they call a Co-Hong, which was to consist of two or three merchants. The prices of imports and exports were to be fixed by the Chinese government, and that those Chinese merchants were merely to be the agents of the government. This, upon one occasion, was not only attempted by the local government at Canton, but it was confirmed by an imperial edict from Peking, directing it to take place. The Company saw the danger which would arise from so closely restricted a system, and that we should be in the hands of the despots of the country, very much in the same way as we are in those of the Siamese and the Cochin-Chinese, when we attempt to trade with them at present, and they resisted that innovation. The Company's power and influence in China, and their being able to make great pecuniary sacrifices in consequence of delays which took place, enabled them to become successful, and to prevent that attempt of the Canton government to make it a perfectly closed and restricted government monopoly, though it was sanctioned by the Emperor's commands from Peking. I conceive that was one very important occasion on which the Company have prevented, by their power and influence, an innovation upon trade, which must have proved destructive of profits, not only to themselves, but to the foreign trade generally.

190. When did that take place?—1814 was the year in which the discussions commenced; and the previous year the measure had been taken by the government.

191. You stated that the Company resisted; in what way was the resistance evinced?—This attempt to establish a Co-Hong has been made on more than one occasion; but the occasion to which I particularly allude was during my own residence in the country, in 1814, when an attempt was made to break the junior Hong merchants, and sundry other attempts which I need not detail, because they are upon the Company's records, to destroy the advantages we had in our commerce with China. The Select Committee then came to the determination of stopping the trade, and intimated to the Chinese government that, under such circumstances, all amicable relations between the two countries must terminate. This gave rise to discussions, which continued for several months, involving great losses to individuals, and very considerable inconvenience.

and loss to the Company; but the result was eminently successful. The junior Hong merchants remained as they were, and the Imperial edict was not carried into effect. I conceive that the Company have been generally useful to foreigners, in gradually doing away a number of exactions. When our ships first went to China they were compelled to submit to numerous inconveniences. The guns were taken out of the ships, the rudders unhung, and they were placed entirely in subjection to the Chinese government; and it was in consequence of the opposition to those exactions that the government were induced to do away with them. Upon all those occasions, I think, where the Company have fought their own battle, they have at the same time fought the battle of the trade in general.

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Esq.*

192. Have not the supercargoes occasion frequently to address the Viceroy or other authorities upon subjects connected with the British trade?—Frequently; though of late years, perhaps, they have been more infrequent, because their situation with reference to the government has been much improved. Of late years we have been left much more unmolested than I recollect the trade to have been in 1813, and years immediately following.

193. In what language are petitions allowed to be presented?—It has been a regulation, as applicable to foreign trade, established by the Chinese government, that all addresses to them should be written in the European character. That regulation was made by the government, from a wish to place what construction they pleased upon the addresses which were made to them. In former years that was the case, and at present it exists in every case, except in that of the Company. The Company's representatives are the only persons in China who possess the right, a right acknowledged by the government, of addressing them in the language of China.

194. Is there a knowledge of the Chinese language among the members of the Factory?—Very many of the members of the Factory speak the language of China. Every encouragement has been given to them to acquire a knowledge of it by the Company, in holding forward prospects of certain pecuniary rewards, as well as of approbation of their conduct. In addition, some men possess anxiety for literary reputation; but I conceive a knowledge of the peculiar language of China to have been more materially promoted by Dr. Morrison than by any other individual whom I have ever known in China. He has been interpreter in the Company's employ now for upwards of twenty years; and the great knowledge he has acquired of the Chinese language has enabled him to be eminently successful, not only on the occasion of the last embassy to Peking, but on numerous others, which are almost daily occurring with the Chinese. He speaks the language almost as fluently as he does English. I believe one of the largest sums which has ever been

18 Feb. 1830. expended upon the publication of a work, has been by the Company, in the publication of Dr. Morrison's Chinese Dictionary, which eminently facilitates the acquisition of the language. I think the expense of the Company in that work could not have been less than £12,000 sterling; and that dictionary is at this moment employed by the Japanese as a medium of translation into their own language. The colloquial language of Japan is different from the Chinese, but they use the same character.

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Esq.

195. Does Dr. Morrison still receive a salary from the Company?—He is their interpreter. I mention Dr. Morrison's name, because I think him eminently conspicuous as a Chinese scholar; and I think the advantages which have resulted from his services have been very great indeed. He went out as a missionary upon his own account at first, with a view to the objects of his mission, which I believe have not been very successful.

196. Are there any foreigners resident in China, as far as you know, who are masters of the language?—There are none of the foreign residents in China who possess any knowledge of the language, if I except the Portuguese *padrés* at Macao. I am not acquainted with any foreigner at this moment at Canton who possesses a knowledge of the language, except persons connected with the Factory. The resident merchants certainly have not; it is not their business; they go there for commercial purposes; and it is a language which requires almost the devotion of a life to acquire any useful knowledge of it.

197. Have you any means of knowing whether the American trade in China has increased or decreased of late years?—Within the last two or three years the trade has very materially decreased. I have an abstract of the American imports and exports; it is taken from American sources of information, and from this I find in 1825-6 the Americans had 42 ships in China, and that the amount of their imports was 7,700,000 dollars, and their exports 8,900,000 dollars; in 1826-7 the number of the ships was reduced to 26, the amount of their imports was 3,800,000 dollars, and their exports 4,300,000 dollars; in 1827-8 the number of American ships in China was only 20, being less by half than what it had been in 1825-6; in that year the amount of their imports was 6,200,000 dollars, and the amount of the exports 6,000,000; and when I left China in December 1828-9, there had only arrived in China 12 vessels. I have received no later account of the amount of the American trade, nor to my knowledge is there any in this country; but this exhibits within the last few years a very remarkable falling-off in the amount of the American trade to China. I may mention, as confirmatory of that fact, that Mr. Edward Thompson, of Philadelphia, who is the largest ship-owner I have known in the American trade connected with China, who had five or six vessels in China, in his deposition which was laid before Con-

gress, explanatory of the deficiency in his payment of duties, stated that he had engaged in the Chinese trade with five or six vessels, with a capital of 800,000 dollars, as applicable to that trade, and that he had himself, as an individual trader, paid a larger sum to the American government in the shape of duties than he believed any other individual; I think he stated 14,000,000 of dollars, and at that moment he said he was a bankrupt. I mention him as being the largest American ship-owner I have known as connected with the China trade. The result of the information which I have derived from the American agents themselves resident in China certainly has been unfavourable to the profits of their trade generally. Some of the American agents have realized money by dealing in opium and by other means, but I believe those that have engaged in commerce between China and the United States, and in later years between China and Foreign Europe, have not been at all successful; in some instances very much the reverse. This estimate exhibits a statement of the American trade from 1804-5 till 1827-8; it was copied principally from the book of an American resident in Canton, but it was derived entirely from American sources, and therefore I imagine it to be correct.

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[The witness delivered in the statement, which was read, as follows.]

ESTIMATE of the Total Amount and Value of the AMERICAN EXPORTS and IMPORTS.

Seasons.	Nº of Ships.	Imports. <i>Dollars.</i>	Exports. <i>Dollars.</i>
1804-1805.....	34	3,555,818	3,842,000
1805-1806.....	42	5,326,358	5,127,000
1806-1807.....	37	3,877,362	4,294,000
1807-1808.....	33	3,940,090	3,476,000
1808-1809.....	8	479,850	808,000
1809-1810.....	37	5,744,600	5,715,000
1810-1811.....	16	2,898,800	2,973,000
1811-1812.....	25	3,132,810	2,771,000
1812-1813.....	8	1,453,000	620,000
1813-1814-1815...	9	451,500	572,000
1815-1816.....	30	2,527,500	4,220,000
1816-1817.....	38	5,609,600	5,703,000
1817-1818.....	39	7,076,828	6,777,000
1818-1819.....	47	9,867,208	9,057,107
1819-1820.....	43	8,185,800	8,173,000
1820-1821.....	26	4,035,000	4,088,000
1821-1822.....	45	8,199,741	7,058,741
1822-1823.....	40	8,339,389	7,523,492
1823-1824.....	34	6,315,127	5,677,149
1824-1825.....	43	8,962,045	8,501,119
1825-1826.....	42	7,776,301	8,949,562
1826-1827.....	26	3,843,717	4,363,788
1827-1828.....	20	6,238,788	6,559,925

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198. Is it not understood that the senior Hong merchant, Howqua, has embarked in the American trade on his own account?—When I was first acquainted with the trade in 1813-14, Howqua was very considerably engaged with the Americans. At that period, and some years subsequently, I believe the American trade to have been very profitable, at the period when they were acting as carriers to the world generally, when British ships were excluded very much from the ports of foreign Europe; but latterly, for several years, he has entirely withdrawn from his connection with the Americans, solely upon the ground, I believe, of his having found it very unprofitable. I have that information derived from himself, that he found his last speculations connected with the Americans not at all profitable.

199. Do you consider that the Americans purchase their teas on equally favourable terms with the Company?—I think the Company have a decided advantage in the purchase of teas over any other competitor, inasmuch as all the classes of black teas are in the first instance submitted to them; and if they are disposed to give the same prices for green teas as the Americans, I believe the Chinese would infinitely rather deal with them than with the Americans or any other individuals. When the Americans give larger prices, of course the Chinese, proceeding upon common commercial principles, deliver their teas to them when their security of payment is good.

200. Has the price of teas generally to the Company been increased or decreased latterly?—One of the advantages which I conceive to have arisen from the Company's system is, that it has kept the teas at a fixed price. An attempt was made in 1819 and 1820, by combinations of the green tea merchants, and afterwards of the black tea merchants, to raise the prices of teas most materially. In the case of the green tea merchants, it was a very strict combination amongst the individuals connected with the trade; they met together and expressed their determination to maintain their prices. The Company were equally obstinate, and were not disposed to yield to their terms. A considerable delay took place in the sailing of the Company's ships from China, and of course loss to the Company upon demurrage; but the Company's possession of capital enabled them to sustain that loss, and the combination amongst the Chinese tea merchants was broken in consequence, while the Company had the power of punishment in their own hands. They refused to receive the teas, even though of a good quality, from the tea merchants who had been the principal persons connected with this combination, and bankruptcy and very serious losses were the consequence to those merchants of the rejection of the tea by the Company. The Company eventually succeeded in maintaining prices at their former standard. That is one particular occasion which I remember where the Company have main-

tained the prices of teas. An occasion occurred in 1825, where the Company reduced the prices of their contract teas considerably; one tale per pecul; they received the teas at reduced prices, by which a saving resulted to the Company of £20,000 sterling per annum.

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201. How much is a tale and a pecul?—Six shillings and eightpence is the conventional value of a tale; and a pecul is 133½ lbs. The real value of the tale is not, however, more than 6s.; I mean if a tale weight of dollars silver were melted down, it would not yield more pure silver than that contained in 6s.

202. Does the American Consul in China possess an efficient control over his countrymen there?—I do not consider at all efficient for the good conduct of the trade: indeed he possesses very little power beyond having the right of administering an oath; and upon some occasions where his power has been called in question, the Americans have made a very unhappy exhibition. Upon an important occasion, which was in 1821, when a seaman belonging to one of their ships was accused of homicide, and where, from every inquiry that was made, the man, I believe, was entirely innocent of the crime imputed to him, the Chinese, as usual, demanded that he should be given up. The Consul, who was a man of much good feeling, resisted that demand; but his countrymen, and the persons connected with the trade, and the captains of the ships, formed themselves into a combination, as it were, against the Consul, and resisted his wishes. The seaman, who was a Sicilian by birth, was surrendered into the hands of the Chinese. I believe this Association of the Americans so far sheltered themselves under the plea that he was not a citizen of the United States, and that they were not compelled to protect him. He was surrendered to the Chinese government, strongly against the private individual remonstrances of members of the British Factory. The select committee, as a public body, was not called upon to interfere in it. The unfortunate man, when delivered up to the Chinese, underwent a mere sham trial. He scarcely spoke English (he was a Sicilian by birth); nobody but Chinese interpreters were present; his hand was covered with ink, and he ignorantly placed the impression of it upon a paper, which was a confession of his guilt. It was expected, as in other cases of homicide, the sentence would be referred to the Emperor for his sanction: instead of that, the seaman, without any intimation, was carried to the place of public execution three days afterwards, and strangled. I believe that is a case which has tended very much to degrade the foreign character in China, and which may have a very prejudicial influence upon the foreign relations in China. I believe the American character, in the estimation even of the Chinese, was very considerably lowered by that act. By it was in some measure subverted the precedent which the British Factory had on several previous similar occasions succeeded in establishing, by strenuously opposing

18 Feb. 1830. the execution of the merciless and indiscriminating laws of China. I have known one or two individuals, American merchants, in Canton, who were persons of great respectability; but their general mercantile character in China certainly stands very far from high—I mean in relation to their commercial transactions. I ought to state, that the American Consul, who had thus proved the inefficiency of his power, was so disgusted with the proceedings of his countrymen, that he immediately resigned his situation.

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203. In the event of the trade being open to British subjects generally, do you apprehend that the appointment of a King's Consul will ensure that respectability which is now given to the chief supercargo of the Company?—I conceive that a person possessing the power of King's Consul alone, unless that power was backed by some other influence, would not be successful in controlling his countrymen there, or regulating our intercourse with the Chinese. My reason for thinking so is, that the Chinese have on all occasions refused to acknowledge any government authority whatever, or any King's officers. Upon occasions where officers of his Majesty's ships have been in China, when discussions have arisen out of their coming into collision with the Chinese, the Company have always requested the Chinese government to communicate with the officers of his Majesty's ships, stating as their reason that they possess no authority over them. The answer of the Chinese has always been, "we acknowledge no authority in China but the Company's Factory, through whom alone we will communicate." When an English admiral was in China, which took place in 1808—when Admiral Drury was conducting his ill-concerted expedition, the same language was held by the government. In former years the Company's Chief did possess the powers of King's Consul. In 1698, indeed, at one time there were two King's Consuls in China, the representatives of rival East-India Companies. I believe considerable advantage would arise from the Company's Chief in China being vested with the powers of King's Consul; not that I think the Chinese would consider his situation changed, but that it would give him a more distinct power, which the representatives of the East-India Company really do not possess, on occasions of homicide, or others, when they are placed in situations of very great difficulty indeed, and when they are left entirely to proceed upon the principles of common sense; but there are no laws made for their protection in China, and no sufficient instructions given for their guidance in very embarrassing situations with the Chinese. I allude to occasions of murder and homicide occurring. Even in cases where they believe there has been murder, they have not the power of examining evidence upon oath; and murder has often to be proved upon circumstantial evidence; they cannot, therefore, unless under the certainty of the crime having been committed,

surrender an individual. They are equally required to do so in cases of homicide by the Chinese government, whose law is very indiscriminating upon that subject; their situation, therefore, becomes very embarrassing indeed. The Company's Factory have been told that the necessity of submission to the laws of the country in which they resided might be pleaded as sufficient to justify them in pursuing a different course from what they have done; but they have declined sheltering themselves under such an unworthy plea of justification.

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204. Will you be good enough to give the Committee any information you possess with reference to the growth of tea in the interior?—The black tea imported by the East-India Company is grown and manufactured in the province of Fokien, with the exception of about one-third of that sort called by us bohea, which third part is produced in the north-eastern corner of the province of Canton, in a district called Wo-Ping, which gives its name to the tea in question. The green tea is all grown in the province of Kiang-nan, Kiang-si, and Che-Kiang, but chiefly in the two former. The tea-plants of all these provinces are supposed to be of one species; the difference in the manufactured article arising from difference of soil, climate, and manufacture. Green tea has been made in the districts from whence the black tea comes, and *vice versa*. Some of the buds of the plant in Fokien are picked in the early part of the spring, before they have burst: those form the pekoe tea, the most valuable part of the plant; of which buds a small portion is mixed with the best parcels of congo, to give them a flavour. Pekoe is also brought to Canton unmixed with other leaves. The tea sent to Russia is said to be pekoe, slightly adulterated by the mixture of other leaves. In the beginning of May the leaves are stripped off the plant; a new crop is then thrown out, and picked about six weeks afterwards, and a third crop about the end of the summer; the two first pickings are the best, and nearly equal in quality. The third crop of leaves yields tea of little strength and inferior flavour: hence the best crops are composed wholly of the choice leaves of the two first gatherings, with a small sprinkling of the buds or pekoe. The inferior crops contain a larger share of the third pickings, and none of the pekoe. The black tea in Fokien is said to be cultivated largely by cottagers in small plots of ground or gardens. The leaves are picked by the family, and are immediately carried to market, where persons, whose business lies in that line, collect quantities of them, and manufacture them in part, that is, expose them to be dried by the wind under the shade, and afterwards to be further dried in a heated warehouse. The persons whom we call tea merchants, and the agents of the Hong merchants, come to the tea districts, and purchase from the men before-mentioned quantities of the dried leaves of the first, second, and third gatherings, discriminating the leaves of young and old plants, of those grown in well-known favourable spots, &c. &c.

18 Feb. 1820. They then complete the drying process, according as it may be requisite, and employ women and children to select the hard, the best leaves, with more or less discrimination, according to the object of making very fine, middling, or common tea. The tea is made into parcels of from 100 to 600 chests each, with a distinctive name to each parcel and conformity of quality, where the tea merchant acts honestly; hence those parcels of tea which, under certain Chinese names, have proved in a series of years of excellent quality and similar characters, and which are greatly sought after at the London sales, are not the produce of any particular farm, but owe their character to the skill and good faith with which the tea merchant or the Hong merchants' agent have executed their commissions in selecting only superior parcels of leaves in the market of Woo-y-shān. Green tea is brought from the three provinces above-mentioned. Like the black tea, the different classes are formed by selecting the better from the inferior leaves after they have been dried; the light leaves, separated by a winnowing machine from the heavier, form hyson skins; much of the skins of twankay are told as hyson skins. Copper is never used in making green tea. The blooming appearance of hyson, gunpowder, &c. is said to arise from the effects of carefully roasting the leaves in iron vases placed over a fire, and by rubbing them against the sides of the vessel; in this process with the green teas much skill is requisite; and there is a class of persons who are hired by some of the tea merchants to superintend their respective manufactories. The bohea tea is composed partly of the lower grades of the Vu-y-shān tea, which has been left unsold after the departure of the last ships of the season, and partly of the tea grown in the district of Canton called Wo-Ping. The green tea merchants who come annually to Canton are supposed to be very numerous, about 400, many with very small adventures; the black tea merchants are fewer in number, but it is believed that there is not one of either party sufficiently provided with funds to be able to trade on his own capital. The Hong merchants advance the tea merchants from 2,000 to 3,000 tales per chop of congo or twankay, by which means the article is procured; formerly, that is until about 1814 or 1815, the East-India Company had for a long period themselves advanced such sums as those above stated to the Hong merchants, by whom the money was transferred to the tea merchant. The plan was abandoned, because partly it was found in a great degree to compel an acceptance of the tea provided, whether good or bad, as the only means of recovering the loan; and partly from a desire to lessen as much as possible the extent of the East-India Company's property at risk in China. The richer Hong merchants each send a purser or clerk to the black tea country to manufacture for them a few chops of tea, which usually prove the best of the investment; and they assert that these first class teas do not pay them profit in

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proportion to the inferior sorts, and that they continue the partial manufacture of the former only to satisfy the Company's earnest demand for them, and in consideration of the larger share of business allotted to them. In an open trade these motives would not exist.

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205. Will you inform the Committee of the mode in which the woollens from this country are disposed of to the Hong merchants?—The woollens are disposed of to the Hong merchants under very favourable circumstances as regards charges, inasmuch as what the Hong merchants call the Consoo charges, which are the charges arising out of the operations connected with the expenses of their own Hong, are not levied upon our manufactured woollens at all. They are, in the first instance, delivered to the Hong merchants, who have upon all occasions, since I have been acquainted with them, declared that they sustained losses upon the Company's woollens, and they only consented to receive them on consideration of the large purchases of tea made by the Company. Through the influence of the Hong merchants, the tea merchants are induced to receive a considerable portion of those woollens in payment of the teas received from them; and by that means, I believe, the woollens find their way into the interior of the country with greater facilities than they could otherwise do.

206. Is there not that confidence in the Company's mark, that a bale of goods so marked will go all over China?—I believe that has been proverbial for many years; and I believe not only upon the Company's mark, but the Company's seal, whenever that is affixed, they consider it a pledge of safety and security. I may say the same of the word of the Company's servant passed on matters of business; no written engagements are required. "It is enough if it is in the Company's book," has been the common answer of a Hong merchant, when large sums have been owing to him, sometimes to the amount of half a million sterling.

207. Do you apprehend that a bale of goods which had not the Company's mark would experience the same ready transit, and have the same security attached to it?—It would not be received without examination and measurement.

208. Do you believe that a supply of tea could be obtained by the consumers in this country at a cheaper rate than it now is, if the trade were thrown open?—I conceive, with reference to what I have stated as to the competition that would ensue among individuals of the British mercantile community in the markets of Canton, one of the immediate results of that would be to raise the prices of teas. It might be supposed that that might be met by an increased manufacture of teas. As far as green teas are concerned, we know that cannot be, for we have never received green teas enough; there has been an increasing demand for green teas, and not a proportionate increased supply. With respect to the better classes of black teas, for the

18 Feb. 1830. reason which I gave in a former answer, that the Hong merchants derive little or no profit upon them, I think they would not be produced; probably their production would discontinue; but the inferior sorts of black teas might, I have no doubt, be increased in quantity if there was a decidedly increased demand for them. I conceive that the increase of quantity could only be accompanied by a corresponding deterioration in quality. From every attention I have given to the subject, I believe that, so far as the Company's purchases of teas in China are concerned, and the charges upon them there, tea is supplied by them to the English consumer cheaper than it could be under any other system.

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209. Were you a member of the select committee at Canton?
—I was.

210. Will you be good enough to state to the Committee if you know in what other articles, besides opium, the smuggling trade is carried on upon the coast of China?—I conceive that at present it extends to articles, more or less, of every description; not on the coast of China, but among the islands in the mouth of the Canton river.

211. Articles of British manufacture?—I am not aware of any individual instance where smuggling of articles of British manufacture has existed; but I know nothing to preclude it.

212. Can you state what were the articles of British manufacture imported by the Americans on which you stated that you supposed a loss had been sustained at Canton?—I understood from American agents at Canton, that losses had been sustained by their imports into Canton, both on woollens and on cotton piece-goods imported in American ships.

213. Has there been, during the period of your residence there, any suspension of the commercial intercourse between the Chinese and all British subjects trading to Canton?—There has.

214. Will you be good enough to state on what occasions that took place?—The first serious one was in 1814.

215. How did that originate?—It arose immediately from the act of the Company's representatives themselves, who suspended the trade in consequence of the conduct of the Chinese government towards them; in consequence, as I think I have stated, of an attempt to establish a Co-hong system; in consequence of our ships being fired at; natives in our employment being seized and punished; and in consequence of acts which showed an hostility on the part of the Chinese government, to such an extent that our amicable relations could not be continued; and the Select Committee, under these difficulties, themselves intimated to the Chinese government the necessity of suspending the trade.

216. When you speak of the Company, you mean the Factory?—I mean the Company's representatives.

217. How long did that suspension continue?—It continued

for a considerable time. I cannot say the precise period, but I believe about two months. 18 Feb. 1830.

218. Did it extend to all British ships at Canton?—In the first instance there was a disposition on the part of the country trade at Canton to consider their separate interests. The Select Committee's reply to them was this, that in cases where the Company's individual interests alone are concerned, we do not wish any other persons to be involved; but in cases which concern the interests of the British trade generally, if a measure has been taken by us to produce an influence upon the mind of the Chinese government, we must make that measure as operative as possible; and under those circumstances they suspended the British trade generally. It was a strong measure, and was very naturally objected to by individuals who were suffering inconveniences from losses they sustained. Some were very clamorous; but the Select Committee, who were exercising what they considered a public duty, were not deterred from the performance of it, and the trade was suspended in consequence. An interruption took place for, I think, two months. Mandarins were deputed to negotiate with the Company's authorities at Canton; and the result of that negotiation was, that the principal points on which the Company insisted were conceded to them, and the trade restored to its former footing. I may mention this, which occurred in 1814, as, I believe, the only instance upon record, as far as I can speak, where the Chinese government consented to enter into what may be considered a treaty with any foreign representatives.

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219. Will you be good enough to state the next occasion on which a suspension took place of all commercial intercourse between the Chinese and the British?—I think no other occasion occurred till the year 1820, when I was absent from China, when a Chinese was accidentally shot by an officer belonging to one of the Company's ships.

220. Was the suspension an act of the Chinese government, or of the Company's supercargo?—Of the Chinese government on that occasion; they demanded the life of the individual, and the Committee would not surrender him.

221. How long was the trade suspended upon that occasion?—For a very short period; my recollection is, that it was only for a few days.

222. How did it terminate?—The result was of a very peculiar nature. The day that the Chinese was found killed, a butcher, belonging to one of the Company's ships, had committed suicide; the Hong merchants heard of the circumstance, and said that it was a very extraordinary thing that this suicide should have immediately followed the murder of the Chinese. There was no anxiety upon the part of the Chinese government, then to enter into collision with the English, and still less anxiety on the part of the English to enter into collision with them.

18 Feb. 1830. The Hong merchants were anxious that no differences should arise; they mentioned the above circumstance to the Chinese government, and it was eagerly seized by them. A deputation of Mandarins was sent to the Company's ships: they examined the evidence of one or two sailors upon the subject, who I believe said that they thought it was very extraordinary that the butcher should have died the same day as the Chinese, and the deputed Mandarins determined that the butcher was the murderer.

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223. You have adverted to the nature and extent of the country trade; can you state the probable amount of tonnage employed in the country trade from the different ports in India to Canton?—It is in the public statements laid before Parliament. I have of late years seen about seventy country ships in China annually.

224. Do you think the extent of tonnage employed in the country trade is more or less than that employed by the East-India Company in the port of Canton?—Some years ago we used to consider the whole British trade as nearly divided; the Company's trade used to be about 20,000 tons, and the country trade about 20,000 tons; of late years the Company's trade has fluctuated. In 1827 the Company's tonnage was about 37,700 tons, and in that year I consider it was beyond the country trade. I am not prepared to state what the amount of the country tonnage is, but it is very considerable, and I consider it a very important part of the British trade to China.

225. Do you conceive the country trade has been increasing during the period of your stay in China?—I do. This has chiefly arisen from the enormous increase in the consumption of opium by the Chinese, who now give some 10,000,000 or 12,000,000 of dollars, for what can only be considered a poison.

226. How is the country trade carried on; is it carried on through the interference of the Company's servants at Canton?—The commercial transactions are carried on perfectly distinct from those of the Company. The persons connected with the country trade have often, when steps have been taken by the Committee which involved their interests, raised objections; but upon occasions where difficulties have arisen, where the persons connected with the country trade became involved with the Chinese, they generally have applied to the Company's authorities. One occasion I remember, when I was last in China. A country captain in 1826 arrived from Whampoa, and mentioned that a Chinese had been killed on board his ship. The Select Committee immediately upon hearing this, instead of waiting till the report reached the ears of government, sent a deputation into the city, and stated that a Chinese had been killed on board a country ship, whose death they considered to have arisen entirely from accident. From the manner in which

that statement was made, the Chinese expressed themselves satisfied. I believe that is one occasion in which, if the Company had not interfered, the country trade might have been involved in serious difficulties. I remember other instances in which the Company's interference has been called for to protect the interests of the country trade. It is going too much into detail to mention those instances. I remember one occasion particularly, where an attempt was made by officers of the Chinese government to search the country ships lying at Whampoa, which it was considered would be a very serious matter were it ever submitted to. The persons connected with the country ships applied to the Company, who immediately interposed their influence, and prevented a search taking place.

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227. Are the Committee to understand that the country trade is conducted at Canton by commercial agents, or commanders of the country traders, without the intervention of the East-India Company's servants at all?—The operations of buying and selling are; but on occasions which involve protection, or which involve rights, the members of the British mercantile community apply to the Select Committee, as the only authority that is likely to obtain them redress. They have not the means of addressing the Chinese government, except through the medium of the Hong merchants.

228. Have the Select Committee the means of communicating with the Chinese government, except through the medium of the Hong merchants?—The Select Committee are the only foreign residents who possess the right of addressing the government in the Chinese language. When their addresses are sent up to government, they are sent by the Hong merchants; but they are sealed with the Company's seal, and delivered in an unbroken state into the hands of the government.

229. Are you aware of any instance in which a personal interview has been given by the Chinese authorities at Canton to any of the Company's servants?—Several.

230. Upon what occasion?—There have been occasions when the Viceroy has accepted entertainments on board the ships of the Company, which is the strongest case that could occur. When the Imperial Legate accompanied the embassy from Peking, who is a still higher authority than the Viceroy, he came to the Company's Factory and dined with us.

231. Did he come down to meet the ambassador?—He came in attendance on him; but there are numerous instances where the Company's records exhibit statements of personal conferences with the officers of the Chinese government.

232. The question applies to the time of your own personal knowledge, during the time you were in China, whether during that period you are acquainted with any personal interview having been granted by the Chinese authorities to any of the

18 Feb. 1830. *C. Marjoribanks, Esq.* Company's servants on business?—Upon occasion of announcing the embassy, a deputation of the Company's servants waited on the Viceroy, and announced to him the embassy personally. We conceive it generally better, in consequence of the rigidity of the Chinese forms, to carry on our communication with the government as much as possible by correspondence; but some of the Chinese, high in rank, frequently come to the Company's factory and accept of entertainments: they are received on friendly terms. On such occasions we avoid business; for the Chinese conceive there is great want of taste in speaking to them about points of business, if you ask them to your house. Much want of tact has been shown on some occasions by foreigners, who have marred the good-will and civil disposition of their guests by very ill-timed and unseasonable applications.

233. Was the interview upon that occasion, with reference to the embassy, connected with any part of the commercial affairs of the Company?—Of course it was not; he was the King's authority sent to the country, and as such he was announced.

234. Were there any commercial matters touched upon at the interview?—I believe it would have been considered highly indecorous if they had been alluded to.

235. Have the Chinese authorities admitted any direct intercourse with the servants of the East-India Company on commercial matters; or are not all communications carried on through the Hong merchants or through the linguists?—Unquestionably not. I think I have stated, that in 1814 a deputation of Mandarins was sent to the Factory for the purpose of adjusting the differences with the Company. The Mandarin deputed was a person of very high rank, and he came to the Factory on several successive days, and discussed the various points till the necessary arrangements were made. There are numerous other instances where we have had intercourse with them.

236. Was he a member of the Canton government; was he a Viceroy?—He was deputed by the Viceroy; he was a man of very high rank.

237. Are you aware of any application having been made by the Select Committee for an interview on any commercial matters or business of any kind?—I speak of that case in 1814 as being intimately connected with the commerce of the Company. On minor occasions, if there are differences, for example, about landing cargoes from ships, the Company's servants consider it much better to avoid requesting an interview upon such occasions, and send their addresses to the Hoppo, who is the head of the Customs. I believe men in high official situations in China, as elsewhere, would consider it a very great inconvenience

if personal interviews were demanded on occasions of minor importance. 16 Feb. 1830.

238. Are you aware, at any period during your residence in China, of an application having been made by the Select Committee, or any of its members, for an interview with the Viceroy of Canton or any constituted Chinese authorities, on the commercial affairs of the East-India Company?—I think this in 1814 was a demand which comes under the description contemplated in the question; it was a demand for an interview, and an adjustment of their commercial relations. There have been, however, several other occasions. *C. Marjoribanks, Esq.*

239. How was that application answered?—By the deputation of a Mandarin, a man of high rank.

240. What took place with that Mandarin who came to the Factory?—There were other Mandarins who came with him, and the affairs in discussion were satisfactorily adjusted.

241. The Chinese answered that demand by sending a deputation of Mandarins to the Factory?—Yes.

242. Are you aware of any instance in which any of the sailors in the ships carrying on the Indian trade to China, or any of their supercargoes, or any one connected with them, conducted themselves at Canton in such a manner as to occasion any interruption to the commercial intercourse between the Chinese and the British flag at Canton?—The India ships are manned by native sailors almost entirely, who are very different indeed from our English sailors.

243. Are you aware of any interruption having been occasioned between the Chinese and the British, by any of the crews of the ships carrying on the trade between British India and Canton?—Not during my residence. I have known instances which I have seen upon the Company's records. The Lascars are a very inoffensive people, who would submit to insults of different kinds. They have none of the bold intrepidity, or careless and reckless character of English sailors. I think the extraordinary matter is not that so many differences have occurred with the Chinese, but that so few have occurred, which I attribute very much to the excellent discipline of the Company's ships, and the character of the officers by whom those ships are commanded.

244. Are the sailors of the Company's ships permitted to visit Canton now on liberty?—No.

245. Are the crews of the country traders, the Lascars, permitted to visit Canton on liberty?—I have seen a great number in Canton very frequently drunk in the factories.

246. But you are not aware of their having occasioned any disturbance to call for the interference of the Select Committee, or to occasion any interruption to the commercial intercourse between the Chinese and British flags?—No.

18 Feb. 1830. 247. You have adverted to the period when Admiral Drury was in China; were you there yourself at that time?—No, I was not; it was in 1808.
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248-9. You stated that the Chinese refused to hold any intercourse with Admiral Drury, because he was not a servant of the Company, being a King's officer, whom they did not acknowledge,—do you state that as a fact?—I state that as a fact. It appears in all the Chinese proclamations I have seen relative to the expedition to take possession of Macao, that the Chinese, when applied to by Admiral Drury, said, we acknowledge no authority but that of the East-India Company. The Select Committee said, the Admiral is a distinct authority, over whom we have no control. The answer of the Chinese was in very violent words, saying that the men-of-war came there, and took ships off their coast, and they did not wish to have their visits; and they had now come and taken possession of the island of Macao; and that till Admiral Drury withdrew from Macao, and till the troops were re-embarked, they would hear nothing.

250. Are you aware that, upon that occasion, Admiral Drury came up to Canton from the second bar, where his ship was lying, for the purpose of having an interview with the Viceroy, having been promised by the Hong merchants that the Viceroy would see him?—As to the promise of the Hong merchants that the Viceroy would see him, that I cannot speak to. I should be disposed to question the fact; but I have a perfect recollection of these two instances, and I have very deeply lamented them; for I think the expedition of 1808 is one of those unfortunate occasions in which the English character has been exhibited to very little advantage in China. Admiral Drury came up to Canton and insisted upon an interview with the Viceroy. The Viceroy refused him that interview, when he sent an intimation to the Viceroy that he would be in his palace in the city in the course of half an hour. The Viceroy declined a visit offered in such unusual terms, and said he should not come, but that he must go back to his ship. Admiral Drury did not persevere in his expressed intention, but returned to his ship. He, on the second occasion alluded to in the question now put to me, ordered the boats of his own and the Company's ships to be manned and armed, and to proceed up the river and break through the line of Chinese vessels which were moored across from one bank to the other. Admiral Drury pulled up in his boat in front of the Chinese line, to address the Chinese admiral, through the medium of a Portuguese padre, who acted as his interpreter, and who at that moment was very much disinclined to such a duty. After being fired at for some time, one of Admiral Drury's men was wounded, when he ordered the signal to be made for the boats to attack. The signal was not observed, and was ordered not to be repeated. He then declared his intention not to force the Chinese line, and returned with the boats under his command to the ships. I believe Ad-

miral Drury was a man of courage undisputed, but that he was destitute of that cool and deliberate judgment which was essential to the success of such an undertaking as that entrusted to him. The Company's chief in China at that time expressed his approbation of Admiral Drury's conduct in not forcing the Chinese line; but I am disposed to think that that attempt ought never to have been made, or that the end in view should have been accomplished. There is nothing in our whole intercourse with China so necessary as to keep our ground when it is once assumed. The expedition ought, in my opinion, never to have been undertaken.

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251. Are you aware that upon that occasion we gave up the whole of the ground we had taken possession of?—I think it is one of those lamentable occasions in which the English character was exhibited to great disadvantage in China. A pagoda was built by the Chinese upon the occasion, to commemorate the victory they had obtained over the English admiral: they cannot afford to lose an opportunity of that sort.

252. How long was the trade interrupted at that period at Canton?—I was not in Canton at the time. I can only speak from information I have derived from the Company's records, but I should say six months.

253. You have stated that the principal import of raw material from India to China is cotton; are you aware whether China does or does not produce a great quantity of cotton itself?—It does a very considerable quantity of native cotton; the cotton from which nankeen is manufactured is a cotton which I believe is peculiar to China.

254. Can you state the probable quantity imported into China from British India?—The estimates of trade which are annually laid before Parliament shew much more accurately the quantity than I can speak to from recollection.

255. Will you be so good as to state how the Dutch conduct their business in China; is it a free trade, or is it a company's trade?—It has existed as a company within my recollection, but I believe at this moment it is a free trade. There was lately a Netherlands Company established, but I do not know to what extent that company proceeded. There are two resident supercargoes there, and a consul; and I think the Dutch, within the last few years, have had about three or four ships in China annually.

256. Are you aware that the Dutch trade with China is now entirely an open trade; as much so as the American or any other trade; and that the Netherlands Company is merely a commercial company having no peculiar privileges in the China trade?—I understood that upon the dissolution of the old Dutch East-India Company the trade was then thrown open.

257. How is it conducted in Canton?—By resident agents.

18 Feb. 1830. 258. Does that resident agent do the business of individuals?
 —I believe the Dutch consul is permitted to engage in private
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259. Do not those who trade between the Netherlands and China carry on their trade with such agents, and in such manner, as they think most for their interest; are they restricted to any particular agent in Canton?—I do not know what regulations may exist in Holland as to that point; but as far as I have seen their transactions in China, I am not aware that they are restricted. I do not speak from accurate knowledge of the fact, but I believe a Dutch ship may be consigned to a British resident agent in Canton.

260. Then, in fact, they may carry on their business in such manner as they please?—I believe they are not restricted by the government in Holland.

261. Do the French send any ships to China?—Of late years, I think, we have had one or two small ships annually.

262. Do the Swedes and Danes, or any other European nation, carry on any trade with China?—The Swedes and Danes formerly had larger ships in the trade than the East-India Company; but now the trade has ceased almost entirely.

263. Do the Russians trade with China?—The Russians are excluded from the trade at Canton. During the time I was there, one Russian ship came, which was excluded, upon the ground that the Russians possess a trade by land, and that it was not desirable to admit them to trade by sea.

264. Did not some of the Mediterranean ports trade to China?—I remember what was called the Austrian frigate, but she was a trading ship in China.

265. Is there any Austrian factory?—No, not now.

266. Is there any trade with the Brazils?—Some trade does exist between Macao and the Brazils, but I believe latterly to a very inconsiderable extent. The Portuguese at one time at Macao possessed a very lucrative trade.

267. Are not those several trades that have been mentioned all carried on without any particular company existing at Canton; are they not all free trades carried on at the will of the persons transacting them?—Of those that have been mentioned there are only two now existing deserving the name of trades, and these are inconsiderable; viz. the Dutch and Portuguese; the latter of whom have never traded to the port of Canton, but who carry on trade direct from Macao. Some Swedes are still resident in China, but they have little or no commercial intercourse. The Dutch have certainly a trade, and the number of their ships annually has been, I believe, about three or four, of 600 or 700 tons.

268. Have the Dutch got into any difficulties with the

authorities at Canton?—Not of late years; but in former years, certainly. 18 Feb. 1830.

269. Within the period of your residence there?—During the first period of my residence there the Dutch did not enter into the trade of Canton; the Dutch supercargoes remained in China, and their salaries were very regularly paid in Paris. Until the declaration of the independence of Holland they had no trade, and I think they did not send any ships to China till some years afterwards.

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270. You are aware that the Dutch China trade was formerly an exclusive monopoly like our own, but has been entirely thrown open since the last war?—I am aware of that fact; but I understood the dissolution of the Dutch East-India Company had arisen from their very embarrassed situation.

271. Since the trade has become a free trade, has any particular difficulty arisen with the authorities at Canton in carrying it on, within your recollection?—No; it has been to a very limited extent.

272. What does the British Factory consist of; how many persons?—We have twenty, consisting of a Select Committee, supercargoes, and writers; and besides that, there are an interpreter, two tea inspectors, two surgeons, and a chaplain.

272 (a). Of how many does the Select Committee consist?—Sometimes of four, sometimes of three; at present it consists of four members.

273. The business, it is presumed, is conducted by the Select Committee, and the remainder are clerks in the execution of the business?—Very much so.

274. Do not the gentlemen of the Factory and the Company's servants reside only a small portion of the year at Canton itself?—Yes, six or seven months.

275. Is it not the fact that the Chinese government do not permit them to remain there the remainder of the year?—There is an old Chinese law that foreigners should leave Canton at the expiration of what is considered the shipping season; but it is a law that has fallen very much into disuse. The Company's servants themselves very frequently go to Canton during the summer months, and they have had ships loading during the summer months; and some of the British merchants reside there the whole year.

276. Do they ever permit you to come into the town?—They do not allow us to go within the walls of the town.

277. But you are confined to a small suburb for the transaction of the business?—Yes.

278. What other British residents are there besides the Company's factors?—There are some mercantile houses, some of the members of which are men of very great respectability.

279. Is that a new state of things, or have there always been

18 Feb 1830. independent houses there?—There have always, within my recollection, been houses established there. There are more agents now than there used to be, but they are not all men of the same credit and character.

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280. Does the Factory consider itself as having any authority over the English merchants settled there?—So far as appears by reference to Acts of Parliament, I think the Company's authorities have a right to interfere with the residents there, in case of their conducting themselves in a manner to injure the general interests of trade. That authority has been rarely exercised by the Committee.

281. Do you consider yourself as having power to send persons away?—It is not very clearly expressed; but I think the Company's authorities would exert it if they saw that British interests required it. As far as my views of the Act go, I think they would be borne out by it.

282. Can you refer to the Act of Parliament which you suppose to give you the authority you mention?—I cannot immediately refer to it by its title.

283. Do you suppose it to be derived from the charter of the India Company granted by Parliament?—It is an Act of Parliament; whether it is a separate Act, or a clause of the charter, I cannot say. The Act, as far as I remember, gives the Company's representatives control over British subjects trading to the Emperor of China's dominions.

284. Will you be so good as to state who transacts in China the English private trade that goes from India; is it done by the independent houses you have mentioned, or is it in any proportion done by the Company's servants?—At present not by the Company's servants at all; in former years it was.

285. Are the Company's servants prohibited from engaging in it?—They are now prohibited from being connected with private agency.

286. So that the private agency is entirely in the hands of independent houses?—Yes, and in the hands of supercargoes; many of them Parsees, and captains of ships.

287. In fact, the private traders put their business into whose hands soever they please?—Yes.

288. You have stated that the houses that are established are very respectable, and quite capable of transacting business of that description?—Unquestionably, they are houses of great respectability. There are men who are members of those houses who are men both of character and credit, sustaining the character of British merchants respectably and properly.

289. You have stated that the smuggling trade in China has become very extensive; has not the increase of that smuggling trade a tendency very much to injure the fair trade?—I think it has a tendency to do so, in as far as articles smuggled into

the country that evade duty can be sold at a profit, when articles which pay government duties cannot. 18 Feb. 1830.

290. Is not the opium trade in China, which you state to exist to the extent of 13,000,000 or 14,000,000 of dollars a year, entirely an illicit trade?—Entirely prohibited by the Chinese government.

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291. Is it not, therefore, a trade in which the India Company, through its servants, can take no interest whatever?—The Company, I think, are interested in the trade so far as regards the Indian revenue. They prohibit their servants in China from having any connexion with it.

292. Would you not consider it as derogatory to the character of the Company for its servants to be extensively interested in the smuggling trade of the country?—The Company have always professed to be legal traders in China, and to conform to the established laws of trade in China.

293. Does not a considerable portion of that high character which you state the Company to bear with the Chinese government, arise from their conviction that the Company would not meddle with a trade of that description?—I think it does.

294. But if the tendency to the smuggling trade is suffered to increase to any great extent, would not the Company, in consequence of debarring itself from that species of trade, carry on a much smaller portion of the general trade of China than might be carried on by persons who have not the same scruples?—The two distinct trades are transacted with two distinct classes of people: one the legal merchants; the other, persons who are disclaimed by the government, and declared to be illicit traders.

295. While the Company carry on the one trade, which you say is independent of the illicit trade, are not the subjects of this country in a great measure debarred from entering into that other trade which is open to the rest of the world?—The subjects of this country are the persons who derive the principal profits from that trade, who are the British agents in India, and the persons immediately connected with the opium trade. I conceive the country trade to form a very important branch of the British trade; and I conceive that trade to exist under the protection of the Company's trade, inasmuch as if there were no legal traders in China, which I have stated the Company to be, I think it would remain a question with the Chinese government, how far it would submit to be deprived of its revenue, and whether it would not be induced to take very strong and very precipitate measures, perhaps, for the exclusion of foreigners altogether from its ports. The Chinese attach a value to the foreign trade; yet there is no country in the world so independent of it, from its successful agriculture and extensive inland commerce.

296. Do you think it is possible that a country having enjoyed

18 Feb. 1830. for so many years an immense foreign trade as China has done, by which it has exported to such an extent its domestic produce, could suspend, without a total destruction of its internal economy, that trade with foreigners?—The power of that suspension rests with the Imperial government of Peking; and, as I have stated, I believe the revenues coming direct into the Imperial treasury from the foreign trade are not large, they have therefore no distinct interest in the trade. How far the Imperial government at Peking would be induced to consider the general interests of the country I am not prepared to say; for the Chinese government acts upon principles so diametrically opposite to those which regulate the governments of civilized Europe, that it would be difficult to hazard an opinion of what might be the result of such a state of things as that contemplated.

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297. Has not the Chinese government, in its conduct towards foreigners who have attempted to fix themselves in their harbours, shown itself a shrewd government, acutely understanding its own interests?—I think that the Chinese are a highly intelligent people, remarkable for their industry and perseverance; but I think they are oppressed with one of the most corrupt governments that ever weighed down the energies of a people.

298. You stated that the Company have been exporting woollens to China at a loss, and that it has been a losing trade?—In the years from 1819-20 to 1828-9, the average invoice of woollens imported into China from England has been £821,680 per annum; therefore, notwithstanding the very heavy losses previously sustained for the twenty-six preceding years of £64,000 per annum, the imports of the Company into China have not been lessened more than about £125,000 per annum. The Company's average loss at present has, I think, been reduced to about £17,000 sterling per annum upon their general investment.

299. Have you any doubt of the fact, that the woollen trade of the Company is a losing trade?—It is so at present, and has in former years been still more so.

300. Does the statement you have made include the freight and all other expenses?—As far as freight is concerned, the woollens have been exported to China under very great advantage; for I believe it will be found that a comparatively very small charge for freight has been made by the Company on British exported manufactures, with a view to facilitate the consumption in China.

301. As the article of tea, which is brought from China, is a very bulky one, it is presumed that the freight of any manufactured goods sent out cannot be very important, as the China ship would otherwise go nearly empty?—That would depend upon how it is charged; but the Company have always gone

upon the principle of making a very small charge of freight upon English manufactured goods. 18 Feb. 1830.

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302. Are you aware that the price of cloths sent out to China has in this market been reduced more than one-half?—I have been told so; I have no knowledge of the prices of cloths in England.

303. Are you aware that for some years past foreigners have been carrying on a considerable trade in those very woollen goods from this country to China?—I have understood that some American ships have cleared out from Liverpool and from London to China.

304. Are you aware that it appears in the Papers before Parliament for the last three years, that the Americans have taken out between 800,000 and 900,000 dollars' worth of woollen goods to China?—I have seen the statements made: I have no means of acquiring knowledge as to their accuracy.

305. Do you suppose that they would have continued that trade so steadily as it appears to have been continued, without its having been a profitable one to them?—I do not know whether those manufactured articles are the property of American merchants, or whether they are the property of British merchants. If they are the property of British merchants, who have no means of disposing of the manufactures except the hazard of a distant market, I think they might be disposed to embark in a speculation which even had not answered before, rather than keep their goods on hand.

306. Would not the British merchant be prohibited by law from having any interest in a trade of that description?—I do not know.

307. If it should be shown that the American has been carrying it on for his own account, and that that trade has been steadily going on for some years past, is it not presumable that it has been a profitable one?—I am not disposed to think so, from having received other information from American agents in China, who told me that their consignments from this country have generally been unprofitable.

308. If it should be the case, that the American or foreign merchant has carried on a trade of this description with profit, when the Company have been carrying it on with loss, would not that prove that their trade has been, in this article at least, better conducted than that of the Company?—It might not prove that it was better conducted, for it might arise from the circumstances I have stated, of some of those goods having been smuggled into China, having evaded the Chinese duties.

309. If the tendency of the trade in China is to get into the smuggling line, will not the Company, acting upon different principles, and being from its circumstances unable to enter into that trade, be a disadvantage against persons who have no scruples

18 Feb. 1830. of that description?—If the question put to me contemplates the subversion of the Company, I think we should be all smugglers in China together, and there would then be no legal trade in China. I do not know how far the Chinese would submit to that. The ultimate result would, in my opinion, be very prejudicial to British commercial interests, of which I consider the Company's to be only a part.

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310. Will you have the goodness to explain what you mean by legal trade in China, when you say that if the Company cease to trade as a Company there would be no legal trade carried on there?—I applied the term legal trade to transactions in China, and I use the term in relation to the Chinese laws, from the circumstance that the English laws do not extend to China at all; and therefore the term legal trade, as applied to the trade in China, can only have reference to the laws of China. When I speak of legal trade, I speak of a trade conducted in conformity to the laws of the country, whether those laws have reference to residents or to their commercial transactions.

311. Is there any reluctance on the part of the Hong merchants to trade with individuals?—Certainly not, with individuals of respectability and credit.

312. You have stated that the black teas are generally offered first to the Company, and that of the green teas the Americans have frequently the first option?—I stated that the Company have the pre-option of all black teas. With respect to green teas, they are submitted to the Company's inspection also, and to their choice; but a competition enters on the part of the Americans with the Company in the article of green teas. On some occasions, the Americans being disposed to give higher prices than the Company, they get the teas; but the tea brokers always express a wish rather to deal with the Company, upon the principle, that they consider the Company's security better than the security of an individual.

313. Upon what credit are the purchases made from the Chinese?—There are no regular periods of payment. The teas are generally paid for in the course of the season; sometimes earlier, sometimes later.

314. You are not in the habit of being in debt to any considerable extent to the merchants there?—The Company, for several years past, have insisted upon their servants keeping a clear account with the Hong merchants, in all matters connected with the Company's interest. Upon a late occasion which occurred of the bankruptcy of a Hong merchant, the Company were creditors to a very trifling amount.

315. Does not the preference you have had in the black teas arise from the circumstance of your being much the largest customers for that description of tea?—The best customers and the best paymasters.

316. Do not the Americans carry on trade in small vessels? 15 Feb. 1830.
 —Yes, they do. I think the average I have made, upon looking at the American tonnage, has been in vessels from 280 to 300 tons. *C. Majoribanks, Esq.*

317. Are not the expences of the port very heavy?—Yes, they are; and they fall much heavier upon small ships than they do upon large ships; and consequently it was found much better by the Swedish and Dutch to have large ships, as well as from their superior adaptation to a tea cargo.

318. Can you give a detail of all the charges made upon a ship of 600 tons, including fees and all disbursements?—The duties upon a Company's large ship are about 4,300 taels. The port duties on a smaller ship are, comparatively with its extent of tonnage, much heavier.

319. Is not that portion of the port charges called a present, the same on all vessels, great and small?—It consists of 1,950 taels, and is the same upon large or small ships.

320. Does not that give a very considerable advantage to the Company's large ships over small private traders?—It does.

321. Would not the temptation to smuggling be irresistible if the trade was carried on in small vessels?—I imagine that individuals who do not much respect the laws of the country, will not consent to pay duties which they can evade by acting in opposition to those laws.

322. Is the smuggling carried on among the Chinese by what are called outside merchants?—This term is applied in common to all merchants not members of the Hong; some of them are smugglers, some mere shopmen.

323. Is not the trade which is carried on by the American merchants, chiefly with the outside merchants?—It is, I believe, to a certain extent. I should say that a large portion of their trade was carried on with the Hong merchants.

324. Do not the Hong merchants give permission to the Americans to trade with the outside merchants?—The outside merchants are prohibited from trading in teas or other staple articles; but the Hong merchants frequently connive at the trading of the outside dealers, by permitting shipments to be made through their Hong. That is done by the poorer class of Hong merchants.

325. You stated that the American trade of later years has fallen off; are you not aware that the American trade is in part a carrying trade?—It was a very great carrying trade some years ago; I believe that carrying trade has been very much limited of late years.

326. Is not the carrying trade subject to great fluctuation, inasmuch as it depends upon the policy of other countries?—That is a question of a general description which I am not pre-

18 Feb. 1830. *C. Majoribanks, Esq.* pared to answer; but a part of the American trade which appears to be declining is their direct trade between China and the United States.

327. Would not the interference of the Dutch in the tea trade necessarily affect the carrying trade of the Americans, in so far as the supply of tea to Holland was concerned?—Certainly.

328. It appears that the years 1826-1827 exhibit a considerable falling-off in the American trade; still are you not aware that there has been a considerable increase in the American trade, commencing in the year 1814, and terminating in the year 1827-8?—I am aware there has been in some years an increase.

329. Are you aware of the averages, which have been struck in the Papers presented to Parliament upon that subject?—I am. I conceive that the Americans have been increasing in wealth and population, sufficiently to account for a general increase of trade.

330. Do not you think there may be some circumstances to account for the falling off of the trade in 1826 and 1827 of a temporary, and not of a permanent nature?—I believe the Americans have been very much overtrading, both to continental ports in Europe and to the United States, and that very considerable losses have been sustained upon those consignments.

331. Are not the principal tea provinces in China maritime provinces?—The province of Fokien is the black tea province, and the province of Kiangnan is the principal green tea province, both maritime provinces.

332. Is the tea generally brought from those provinces to Canton by sea or by land carriage?—Entirely through the interior of the country. It is prohibited by Imperial edict to bring it by sea. The Chinese have attempted to bring it by junks; but the Imperial government of Peking, being apprehensive of being defrauded of the duties which arose from the transit of teas, have prohibited the trade by sea altogether.

333. Are you aware that there is an exportation of tea from the tea provinces to the islands of the Eastern Archipelago?—I have understood that there is an export to a limited amount for the supply of Chinese settlers there.

334. And that it is also brought to Singapore?—I cannot speak with any personal knowledge of what is brought to Singapore.

335. You have stated that the tea provinces were very much benefited by the export of their teas to Great Britain?—I stated, as an individual opinion, that I conceived that the native industry was very much encouraged in China by the extent of foreign trade; and of course the tea provinces were materially improved by the flow of capital into them.

336. Are you aware of the amount of the population in the tea provinces?—It varies in the different provinces; the whole population of China is computed now at 140,000,000. I believe the southern provinces of the empire the most populous.

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337. Have you heard any estimate at Canton of the number of persons connected with the tea trade?—I have heard many estimates, but it is impossible to place reliance upon such information.

338. If the Company's establishment at Canton was to cease, and the trade of Canton was to be carried on by private merchants, and those merchants were to carry on indiscriminately a lawful and an illicit trade, do you think that the whole trade might be endangered?—I do.

339. You have stated that one of the articles which is smuggled into China is opium; is not that smuggled by individuals of every nation, who provide themselves with it in India?—It comes to China principally in British country ships, which are the traders between India and China.

340. Is it not purchased exclusively from the India Company?—It is purchased at the East-India Company's sales; besides which, there is smuggled Malwa and Smyrna opium.

341. So that, although the East-India Company will not smuggle opium into China themselves, they sell it knowingly to parties that do smuggle it in?—The persons connected with the Company's interests have knowledge enough to know that it goes to China, but they conceive their connexion with it to terminate with the sale in India.

342. In making a calculation of the profits and loss of the East-India Company's imports into China, how is that calculation founded where barter takes place: you were understood to state that the woollens and other goods were bartered against tea?—I stated that the Hong merchants required the tea merchants to take them in return for their teas. The Company formerly used to barter with the Hong merchants: of late years they have required the Hong merchants to give money prices for every thing.

343. Is it taken as a mercantile account upon the cost price in England, the freight and charges, &c. being added to it, and the result taken from that?—The usual number of mercantile charges which are made in invoices enter into the account.

344. Is any commission charged upon it as received by the Company's agent there?—I believe our commission is charged upon the exports from this country in the Company's invoices. It is paid upon the sales in China and England at the rate of two per cent.

345. Is that upon the gross sales?—I believe so.

346. Upon the goods out and upon the goods home?—Yes.

18 Feb. 1830. 347. Upon the purchases of tea is your commission of two per cent. charged also?—Upon the sales of tea we receive two per cent. commission; three per cent. commission pays not only our commission, but the whole expenses of the Company's establishment in China. There are some commercial charges which we call charges on merchandize, and expenses for the transit from the factory at Canton to Macao and the factory rent; but two per cent. we receive in the shape of commission as our own allowances.

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348. Is that two per cent. allowed upon the sale of teas in England, or upon the prime cost at Canton?—Upon the sale in England.

349. There appears to exist a considerable difference between the value of the imports into China and the value of the tea exported by the Company from China; how is that difference made up; is it not by the Company selling their bills in China?—The Company draw annually in China upon their Bengal treasury, to the amount generally of 2,000,000 of dollars and upwards, which affords a remittance for the proceeds of opium and cotton in China to British merchants, who generally very gladly avail themselves of the Company's paper to remit their proceeds to India. The Company's tea investment is therefore provided by the proceeds of the sale of English manufacture in part, and the productions of our Indian possessions.

350. You have stated that the supercargoes are paid a commission of two per cent.; are there not certain deductions from that, to the amount of at least one-quarter per cent.?—The salaries of our tea inspectors, our surgeon, and our chaplain, and certain allowances to the senior officer commanding the Company's ships, and payments to the retired servants of the Company, come under the two per cent., and what we call in China the European establishment, which is the expenses of European servants connected with the factory.

351. When is it that you receive this two per cent.; how many years is it after they are shipped from China?—We do not receive our first payment from the Company till the expiration of two years after the work is done for which that payment is a remuneration; and the whole payment is not completed under four years, which makes our nominal greater than our real allowances.

352. Is not the delay in that respect occasioned by the Company keeping the tea of one year for sale in a subsequent year?—I do not know if that be the cause.

353. If the Chinese government were to exclude both the Company and private traders from the trade in tea at Canton, are you of opinion that that trade could be carried on elsewhere to a beneficial purpose through any other channel?—The question would contemplate the Chinese entering themselves into the trade with their own native vessels. It has been a principle of the Chinese government altogether to discourage the natives

of the country from being in any way connected with foreign commerce. The question is one completely of speculation; but I should think very great difficulties would stand in the way of the trade being carried on to any great amount in Chinese vessels to the islands of the Eastern Archipelago.

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354. Do not you think that the Hong merchants, having a large stock of teas in their hands, would be prompted by their own interests to send those teas to other parts, when they could not sell them at Canton?—There would be great danger in sending them, inasmuch as the Chinese native vessels are of such a cumbrous description that they are very unseaworthy.

355. Would you have the same security for the good quality of the teas?—Unquestionably not; there could be no security in such a trade.

356. Is not the production of teas capable of being increased according to the increased demand for it?—I think, to a certain extent, of black tea, though not of the best kind, but not of green. My reason for thinking the production of green tea cannot be increased is, that there has been a greater demand for it than the increasing supply of the Chinese has been able to keep up with.

357. Are you aware of any reason peculiar to the country creating an impossibility on the part of the Chinese to proportion the supply of green tea to the demand?—I imagine it requires a considerable outlay of capital, which the Chinese have not at command; and it involves a speculation into which the Chinese merchants do not seem disposed to enter.

358. Can you say whether the demand for the English woollen manufactures in China is capable of being increased according to the increased supply?—I conceive that if our manufactures could be introduced into the northern provinces of the empire, the demand for them would decidedly increase; for they are the cold provinces, where woollen manufactures would be principally used.

• 359. Are there any insuperable obstacles to the introduction of our woollens into the northern parts of China?—The ports of China being hermetically sealed against us for many years.

360. Have you found the British manufactures have been in greater demand when the price has been low in China?—I suppose that low prices generally produce an increased demand; but I cannot answer that question distinctly, from any recollection of the circumstances.

361. With respect to British manufactures in general, when the price is low in China do you find that they are in more general request than when they are high?—I believe that men will buy things more readily when they are cheap than when they are dear; but I cannot answer the question from recollecting the circumstance.

18 Feb. 1830. 362. Do you know whether the consumer, or the retail dealer, makes a larger demand upon the Hong merchant when the price is low than when the price is high?—When prices were high, I have always heard the Hong merchants complain of having many unsold goods in their warehouses; and I have always heard them say they sustained losses on our woollens.

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363. How many English establishments may there be at Canton?—We send home an accurate list of the English residents every year; but I cannot state the precise number at present.

364. Have they increased of late years?—There have been more agents; I think the houses of respectability have not increased.

365. How many consuls are there at Canton?—There is an American consul, a Dutch consul, and a Dutchman who, I believe, has the diploma of French consul.

366. Do you know what the private houses of agency in China charge for conducting a trade?—Five per cent.

Lunæ, 22^o die Februarii, 1830.

JOHN FRANCIS DAVIS, Esq. called in, and examined.

22 Feb. 1830. 367. What opportunities have you had, of a peculiarly favourable nature, to enable you to form an opinion respecting the Chinese, their trade, and with respect to the relations of this country with China?—I have been seventeen years in the Company's service; and I think it probable that the attention I have paid to the language and institutions of the country may have assisted me in forming an approximation to a correct opinion regarding them: besides, I travelled for six months through the interior of the empire.

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Esq.

368. Were you not also a member of the Select Committee?—Previous to my last leaving Canton I was.

369. What circumstances, in your opinion, in the character of the Chinese, and in the nature of their institutions, are opposed to an extended intercourse with foreign nations?—They are a decidedly anti-commercial people: they have a particular objection to increasing their intercourse, in any way, with Europeans, and I should think more particularly with the English, on account of our close approximation to their frontiers towards Tartary and in Ava.

370. Has the condition of British merchants and of the British trade improved in China since your recollection, and more particularly since the last British embassy to Peking?—It certainly has. The returns which I believe are now lying on the table of the Committee, show that for the last ten years there is an increase of 5,000 tons in the Company's shipping,

when compared with the nine years preceeding; that is to say, that for the last ten years the average has been 28,000 tons of shipping, and for the nine years previously the average was only 23,000.

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371. Is the foreign trade considered of real importance to the Chinese, or is their government independent of it?—I should think their government is as independent of it as that of any country in the world: they have, besides, a decided objection to an increased intercourse with foreigners, and diminish as much as possible their intercourse, by laying heavy duties upon foreign manufactures.

372. From what circumstances does the influence which the British representatives appear to possess over the Chinese government and their commercial delegates arise?—I should think, in some measure, from their moral respectability, in having no concern whatever with smuggling; and I should also think their influence arises, in a great measure, from the value and importance of their trade in amount.

373. What advantage does the Company derive from the superior class of large ships employed in their China trade, and from the discipline maintained in those ships?—They derive several distinct advantages from the superior class of their shipping. In the first place, they pay less, in proportion to the tonnage, at Canton in the shape of port charges: in the second place, these ships are better adapted to the stowage of teas; they stow more in proportion to their nominal size. There is another advantage derived from the superior class of their shipping, in regard to sea-risk. Since I have been in the service, seventeen years (and I believe for many years previously), not a single *homeward-bound* ship of the Company has been lost. We may consider the number of *homeward-bound* ships in that time 400; so that that makes the risk as nothing to 400. I speak in reference to the *teas*, and therefore in reference to the *homeward-bound*. The observation is correct in reference to them, and would *not* be in regard to the others. This advantage is shown, in practice, by the small premium on the insurance of the Company's ships. There is another decided advantage derived from the superior character of the Company's shipping: it is independent almost of convoy in time of war, and it is well known that their fleets have beaten off French line-of-battle ships.

374. Do you allude to the celebrated action in which Commodore Dance had a large fleet of Indiamen, and repulsed Admiral Linois?—Yes.

375. Do you know the amount of property that was then in jeopardy if the French had been successful?—No, but I believe it is a matter on record. If it were the whole fleet of the Company, it would amount to one year's value of the Company's trade.

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376. Were there not also under the charge of Commodore Dance a large number of private ships also of very great value? —I believe there were, as far as the Straits of Sunda. With regard to the objections raised against the Company's superior class of shipping on the score of its freight, I would say, that the charge on account of freight at present is only 4*d.* per pound upon all the teas; and taking it for granted that the private traders might purchase their freight at one-half of the Company's, that brings the difference to 2*d.* per pound. Against this 2*d.* per pound you must take all the advantages I have stated as an off-set; you must take the smaller port charges paid by the Company; you must take the very advantageous insurance account of the Company; their independence of convoy; and the superior stowage of their ships.

377. Do you chance to know what freight the Company pay for the stowage employed in the trade to our North American colonies?—They pay less than the Americans; about £9 or £10 a ton, I believe. The American ton is one-fourth smaller than ours, and therefore in proportion to the nominal price they pay more.

378. Are you able to state how much the £9 or £10 per ton is per pound weight of tea?—The £9 or £10 must not be charged upon the tea; not more than one-half of it should be charged on the tea, because the ships are taken up to export British manufactured goods to Canton; and therefore the freight must be divided between the outward voyage and the return voyage. It is, accordingly, only £4. 10*s.* or £5 upon the tea.

379. Are you able to state how much that would be per pound of tea from China to North America?—It is something under a penny per pound on black tea; on green tea I have not calculated.

380. Do the Company derive any advantage from the regularity of their demand for tea, and from the regular contracts made by them with the Hong merchants in conformity to this demand?—I should think that they do. A crop of tea is not like a crop of turnips or a crop of corn, which may be produced within the year, according to the demand? The shrub requires a certain time to come to perfection, and the regularity of the demand certainly tends to encourage its cultivation, to produce a supply in due proportion, and to save the growers from severe losses; because if there were a sudden diminution of the demand for a year or two, after a rapid previous increase, they would probably, a great many of them, be ruined; since it is not so easy to convert the cultivation of tea into the cultivation of any thing else; I therefore hold, that a regular demand for tea insures a regular supply, at the same time, that it keeps up the quality. A fluctuating demand, probably, would be more pernicious in the case of tea, than in the case of almost any other thing in the world.

381. Practically, what effect has this regularity in the demand for tea produced upon the price of it?—It certainly keeps up the quality relatively to the price.

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382. Has the price of tea increased or diminished latterly?—I would rather say it has been prevented from increasing; an increase which would have been inevitable, from the very great advantages which, in the absence of the Company, the united body of Hong merchants, all living within a few doors of each other, would derive from their union against promiscuous traders.

383. What impression, in your opinion, would be produced upon the Chinese generally by throwing open the trade to British merchants generally?—The whole body of smugglers at Canton would rejoice. The government would, in the first instance, view it with jealousy, as they view every change; and when they came to lose their revenue, they would view it with hostility. They have already, in consequence of the extraordinary amount of smuggling (not only relatively to contraband articles, such as opium, but in the case of articles that pay duty), lost so much, that they have issued edict after edict directed against those individuals and those nations who principally partake in this smuggling trade; and it is impossible to suppose that they would go on *ad infinitum* in their endurance, or consent to the conversion of the whole trade of Canton into a smuggling intercourse.

384. Do the representatives of the Company possess any peculiar advantages in their intercourse with the Chinese, and in their means of access to the local government of Canton?—They possess one very essential advantage, in being the only foreigners who are allowed to have a direct communication in the native language with the government, which has been expressly denied to all others, and only conceded to the Company, on the part of the government, because they could not resist it. They also derive great advantage from the attention which has been paid to the language and to the institutions of the Chinese; to the knowledge of their laws especially, as well as to the general character of the people; an advantage which is not, as far as I know, possessed by any other traders at Canton.

385. Do any other foreigners in China besides the English possess a competent knowledge of the Chinese language, or avail themselves of its use in their intercourse with the government of China?—Certainly none of the traders in China. There are a few Catholic priests who study it for the purpose of propagating Christianity; but it has not, to my knowledge, ever been used by any European traders, except the Company's representatives, in their written intercourse with the government and with the people.

386. Do the Chinese government recognize the Company's

22 Feb. 1830. *J. F. Davis, Esq.* Factory as a respectable and more official body of persons than any other persons in China?—They consider and treat them in a manner very different from the treatment which they show to other Europeans. They have done, in respect to the Company's representatives, what they never did in respect to any other traders; they have admitted them to personal conferences on equal terms. In the year 1814, I was at all the conferences which were conducted by Sir George Staunton, to which the Mandarins came in full state, and met us as equals to all intents and purposes. I have myself been engaged in personal interchanges of visits with the Mandarins on friendly terms. They would not certainly adopt such a mode of conduct towards other Europeans at Canton, in my opinion.

387. Do you conceive that the throwing open the trade to China would extend the consumption of British goods there?—My opinion is decidedly that it would diminish that consumption. The importation of European goods by the Americans, of which so much has been said in this country, appears on examination, not to have exceeded one-fourth of the quantity imported by the Company and their officers: the average seems to have been about 800,000 *dollars*, while the latest average of the Company is about £800,000 sterling; and I should ascribe this actually small quantity on the part of the Americans (although that has been very much exaggerated in England) to two or three plain reasons. In regard to the Company's officers, they pay *no freight*, and they also pay a very small insurance, in consequence of the superior character of the ships; and they can accordingly afford to introduce European manufactures cheaper than the Americans. In regard to the Company, they have thought it necessary, on account of the clamour raised in this country, to submit to actual losses; and it is not likely that individuals would, from any patriotic motives, endure the same losses.

388. What obstacles exist, in your opinion, to the increased consumption of British goods throughout the empire of China?—I would first state the anti-commercial spirit of the Chinese, which leads them to charge heavy duties on foreign importations. For instance, the duty on woollens is from about 1*s.* to 1*s.* 4*d.* a yard; the duty on raw cotton is about 6*s.* a hundred-weight; and I would say, that the circumstance of British manufactures being generally calculated for a cold climate, while Canton is placed at the very southern extremity of China, 1,200 miles distant from the northern, would also be an obstacle to the consumption of British manufactures. Then, again, the Chinese have laws directed against the use of strange and foreign things, and on all occasions involving expense, particularly such as festivals, marriages, public and domestic occasions of rites and ceremonies, they are bound to use the things which in material and in fashion are consonant with established and ancient usages;

and even in what they buy of us, they buy principally those things which admit of disguise; for instance, the little demand they have for our white cottons is principally because they can dye them some other colour, and thereby hide the circumstance of their being foreign.

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389. Is there only one port in China into which foreigners are permitted to trade?—Only one. I have heard that the Spaniards have a nominal admission to another port, that of Amoy, which they have been obliged to abandon from the impossibility of coping with the exactions of the Mandarins.

390. Have any efforts been made, to your knowledge, by British residents or other foreigners, to open a trade at other ports besides Canton?—Not within my recollection.

391. Is not the Company's mark a passport for their goods from one end of China to the other?—Yes; and in travelling through the country with Lord Amherst, I saw written up in Chinese characters "Company's cloth." I would observe, with regard to the title "Company," that it is the only respectable term which the Chinese apply to foreigners; they generally call them by names which are scarcely to be repeated: the original Chinese expression, Koong-sze, means a body of public functionaries.

392. What is your opinion with relation to what would occur to goods not having the Company's mark upon them, as far as the interior trade was concerned?—They certainly would not have that passport.

393. Are you in possession of any information as to the manner in which the Americans purchase their long ells and other cloths which they procure from this country?—I am not so well acquainted with what occurs in England on that subject.

394. What has been the success of the free trade of the Americans and others with China; has it been a beneficial trade or otherwise?—I understand it has produced bankruptcy to a very considerable extent in America, which is a circumstance referred to in the President's message to Congress. He said that the principal defalcations in the American revenue had arisen in the department of the customs, from the bankruptcies which occurred among those engaged in the Eastern trade; and that the best way to guard the government from such losses in future was to give it the first claim against the estates of its insolvent debtors.

395. Has the American consul any control over his countrymen at Canton?—He has not a great deal of control over his countrymen; he seems to be simply a commercial officer.

396. Is any deference or respect paid to him by the Chinese authorities?—Very little indeed. The Chinese do not understand recognizing foreign dignities and authorities.

397. When Admiral Drury was in China was he respected,

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 J. F. Davis, Esq. No; they treated him, in fact, with the greatest contempt, which in some measure occasioned him to lose his temper, and to behave with what I should call imprudence.

398. Are you aware of an order from the Admiralty to prohibit any British man-of-war from going to the Chinese seas, unless under circumstances of the greatest necessity, such as want of water?—Yes; and I believe that order was made specifically in consequence of the mischief that had been produced by men-of-war going to China.

399. Were you in China at the time of the occurrence referred to?—I was not in China at the period of Admiral Drury's stay there; but I was in China during very similar mischiefs, which occurred in the case of Captain O'Brien, in 1814. Captain Richardson's case also occurred during the period of my service, though I was not actually on the spot at the time.

400. Are the British seamen in the Company's ships under better control than other seamen who come in other ships?—Decidedly. There is a species of police established at Canton by the Company; a circumstance that has arisen out of the exigencies of the case, in consequence of the mischief that resulted from the sailors coming up without sufficient control to Canton, where they gave occasion to several homicides. A most efficient system of police has been established on the spot, with reference to British seamen, constituting the commodore, or senior officer of the Company's ships (the Company's president is the chief), a sort of magistrate, with perfect control over the men, and the power of sending them down to the ships, or of punishing them when they deserve it.

401. Do you consider that if the trade was thrown open to ships of all descriptions, there could be a control over the seamen similar to that which is exercised over the Company's own sailors?—I should think that neither the officers nor the men could be under the same control as in the Company's ships; because these constitute a sort of approximation to the footing of men-of-war, and therefore the discipline in their case is certainly less lax than on board private ships.

402. Is there not a great trade from the ports of India to China?—Very large.

403. What class of persons navigate those ships which are called country ships?—The men are chiefly Lascars.

404. Are they under pretty good control?—They are under the Company's control entirely; perhaps less so than their own ships, but still under the Company's control.

405. Can any ship go from India to China without a license from the Company?—I fancy they are licensed by the local governments.

406. Does not that give an authority to the local govern-

ments to place, in some measure, under the control of the Company's authorities in China the sailors who navigate those ships? The captains sign a penalty bond, obliging themselves to conform to the orders of the Select Committee.

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407. Have you been in any of the Company's settlements in India?—I have not visited them.

408. Will you explain to the Committee in what way the contracts are made of tea, and also the sales of woollen goods, with the Hong merchants?—With regard to the woollen goods, the merchants have a decided objection to them; and they certainly incur a heavy loss on some of them; they accordingly take them from the Company only because they are obliged. They take them in shares, proportioned to the quantity of contract teas which each of them supplies to the Company; and they take a considerable portion of them only because the Company obliges them. I have seen accounts which evidently proved that the merchants were severe losers by the bulk of the woollens, particularly the long-ells. With regard to the teas, the contracts are made annually about the month of February for the ensuing season; and they do not extend to the whole of the intended investment, but perhaps to about two-thirds of it, the remainder being left to be supplied from the offers which may be made after the contracts have been filled.

409. Have the Company the first offer of all the black teas that are grown in China?—I believe they have of all

410. How do they stand with relation to the green teas?—The bulk of the green teas are also offered to them in the first instance. There are one or two very peculiar descriptions of tea, small in quantity, which they do not import; the young hyson, I think, is one suited particularly to the Continental and American trades.

411. Is it your opinion that an increased supply of teas could be raised to supply any indefinite demand in China?—I should think that as the quantity increased, the quality would deteriorate. The quantity might be increased, probably, very considerably beyond what it is at present; but experience has shown that it is impossible to keep the quality up in proportion as the quantity of this produce or manufacture increases. We have found several of the best species of black tea almost vanish, as the whole demand of the Company has increased; and the importations of the Company into England, so far from starving the market, have so much over-supplied it, that there has been considerably above a million annually rejected at their sales at the upset price.

412. Do you know how many years it takes to bring the tea plant to maturity?—I cannot speak very positively on that subject; but I should think, as it is a shrub, two or three years would be necessary, or more.

22 Feb. 1830. 413 Has there not been very pressing orders from the Directors to the supercargoes, when you were in China, to send an increased supply of twankay tea?—Yes.

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414. Has there not been a difficulty in obtaining that article?—I believe there has.

415. Was there any limitation of price fixed, or was it ordered to be bought if it could be bought at all?—It was, I fancy, to be purchased at any rate. It was stated as being much in demand at home.

416. With respect to the many foreigners who are at Canton, do you suppose that the acknowledged authority of the Company's representatives is advantageous to them?—I should think in two respects, politically and commercially: politically, they have certainly preserved foreigners from the degradation to which they would have been reduced by the haughty disposition and conduct of the Chinese government; they have stemmed that torrent: and, commercially, they have certainly kept down the prices of teas.

417. What effect would, in your opinion, be produced, politically speaking, by the Company being divested of their exclusive privileges in the eyes of the Chinese?—They would undoubtedly lose in the eyes of the Chinese. The Chinese would infer that they had abused the trust confided in them; and, in fact, they must necessarily lose *all* the advantages which they at present possess, for they would entirely lose their present character.

418. That is, the Company would lose?—The Company would lose, and also British subjects, as the Company represent British subjects.

419. Would private merchants, trading to China, receive the same protection as they now do, under the wing of the Company's representatives?—I should say they would be reduced to the level of the subjects of other nations who frequent China.

420. What protection do you suppose that foreigners now receive from the acknowledged authority of the Company?—I would say that they have derived a general advantage, from the character of Europeans in general having been kept up in the eyes of the Chinese; for the Chinese cannot draw those distinctions which we do: they consider all nations wearing hats and coats to belong to one general class, of which they certainly acknowledge the English to be the head.

421. Have the Company's representatives extended their protection over foreigners whenever they have had an opportunity? Have they interfered as far as they could, to support the rights of other nations, European and American?—No particular instance occurs to me, at present, of their having done so.

422. In the case of the murder of a Chinese by an American,

were you in China at that time?—I was not in China. I have heard that there was some disposition to take the poor man's part displayed by individual British subjects, but that the Chinese would not have any thing to say to them.

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423. Have you any means of knowing in what way any contemplated change of system is viewed by the Chinese, particularly by the Hong merchants, and by any of the constituted authorities?—The Hong merchants would have reason to rejoice in a change, if viewed in regard to their gain; for they would certainly be able to do with private traders what they cannot do with the Company; they would dictate prices to individuals; while at present, on the contrary, the Company dictate prices to them. But they would not, I fancy, willingly purchase this advantage at the heavy risk which they would incur, in the event of the trade being opened, arising from their responsible character. They are responsible for the acts of all Europeans; they are *security* for the ships: and the risks of fine and imprisonment, and even of corporal punishment, arising to themselves, from the acts of private merchants and their sailors, would be so great, that they would not willingly purchase the advantage of trading with foreigners generally on superior grounds to those which they at present enjoy, at the price of the risks which they would incur both of the person and of the pocket.

424. What is the Committee to understand by the Hong merchants being security for the acts of private merchants?—The Chinese government will not deal with any ship till some Hong merchant has consented to be answerable for the conduct of every individual in that ship. In the case of private ships, much delay has arisen from no Hong merchant being willing to become security, while each of them in his turn readily becomes security for the Company's ships as they arrive; with the exception, I would add, of the chief Hong merchant. His more numerous avocations, as representing the whole Hong, and as conducting the affairs of the whole Hong in their official intercourse with the local government, led him to petition the Company to be exempted from this duty of being security for their ships. They call him in their language the general merchant; that is, the principal organ of official intercourse between the local government and foreigners; and on account of the time and attention which this required from him, he petitioned to be exempted from the business of being security for the ships. He was exempted on that ground, when he had explained to their satisfaction the reasons of his application.

425. Can you state in what year that exemption took place?—I think it was in the end of 1827, or the beginning of 1828.

426. Were you rightly understood to say that the Chinese object to foreigners, and particularly to the English, on account of their power being in the neighbourhood of the Chinese

22 Feb. 1830. empire?—I would not say *object*; I would say that they are more inclined to be *jealous* of the English, and of course on that account, on account of the English having got so much political influence in Nepaul, as well as in Ava.

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427. Were you rightly understood to say, that the Company are preferred because they do not smuggle, and on account of the greatness of their trade?—Certainly; those circumstances must raise them in the estimation of the Chinese.

428. Is not the smuggling generally and chiefly carried on through the country-trade ships from India to China?—I should say through the country trade and the Americans: both the country traders and Americans smuggle opium.

429. Do the country-trade ships receive licenses from the local governments in India?—To the best of my knowledge they do; but I cannot speak to that as coming within the immediate range of my own knowledge.

430. Are the Chinese aware that those country ships come under the license of the East-India Company from India to China?—They regard them generally as British ships, and they do not trouble themselves further.

431. Do they consider them as under the authority of the East-India Company?—Not farther than as British subjects. They cannot consider them as so immediately under the authority of the Company as the Company's own ships are.

432. Do not the country-trade ships give bonds to the East-India Company?—I believe they give bonds to the East-Indian governments at the Presidencies from which they sail.

433. In the event of any misconduct on board of one of the country ships, to whom would the complaint of the Chinese authorities be addressed?—It would be addressed to the British chief, if that occurrence happened within the river; but we do not recognize the country ships that stay outside of the river, which do not enter the river at all, but lurk amongst the islands for the purpose of smuggling opium.

434. You stated that the price of freight on tea from China to England is about 4*d.* a pound; and you stated that the price of freight from China to Canada was about 1*d.* per pound: can you explain the reason of the difference between the rate of freight of tea from China to Canada, and the rate from China to England?—In the first place, the high freight of the Company's ships to China arises from their being a superior class of vessels; and the high charge on the tea arises from more of the freight being laid on the teas, that is, upon the homeward cargo, than upon the cargo outward.

435. Is not it true, that a different class of ships is employed in the trade between Canton and Canada than that which is employed between Canton and England?—I should say that the higher freight on the tea that comes home to England arises

partly from the shipping being of a superior class; it arises, secondly, from a larger proportion of the high freight being charged upon the tea that comes home to England, than on the British manufactures that go out.

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436. Did the calculations you made of 1*d.* per pound for freight embrace the £9 or £10 per ton, which you calculate those ships to cost?—I take one-half of the freight charged for the voyage, assuming the freight paid to be £9 or £10 per ton.

437. During your residence in China, have you had occasion to know that the East-India Company has exported a considerable quantity of Sycee silver, that is pure silver, from Canton?—No, I cannot call to mind any single instance of that within my service, nor before it.

438. Are you aware of their having exported bullion in any other shape?—I believe they did once within the seventeen years that I have been in their service.

439. Was it in any considerable quantity?—It is so long ago (I do not think it is within the last twelve or thirteen years), and I cannot speak to the quantity.

440. Is not the export of bullion in any shape strictly prohibited by the laws of China?—It is; but the Company, of course, when they did export that quantity, applied for and obtained a regular license.

441. The Committee are to understand that the Company did apply for and did obtain a license from the Chinese government for the exportation of that bullion?—I was not in the Committee at the time; but I should certainly say that they did apply for and obtain that license. In fact, I can speak to their actually having applied for and received such a license, when they have exported bullion.

442. Are you aware that, with respect to a considerable quantity of the opium which is smuggled into China, the chests in which the opium is contained bear the Company's mark?—I never saw a chest of opium in my life, and therefore I cannot speak to it.

443. As a member of the Select Committee, have you not had occasion to know officially that a considerable quantity of that opium was sold by the East-India Company's authority in India, and a license granted to British subjects to carry it to China?—We cannot possibly be ignorant of that. The Company enjoys a monopoly of the growth of opium in India; and therefore they must be the sellers of it; but I am confident the Chinese are perfectly ignorant of a circumstance which is foreign to their empire.

444. Are the Committee to understand that the members of the Select Committee are cognizant of the fact that that contraband article is brought to China under the license of the East-

22 Feb. 1830. India Company's governments in India?—They cannot be ignorant of a fact so generally notorious to Englishmen.

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445. Can you state how many of the Company's and China ships were captured during the late war?—That I cannot state. Whatever may have been the number, it all occurred long previous to my entering the service.

446. Do not you think that an increased demand for tea at Canton would naturally tend to produce an improvement in the quality of the article?—I should say, from the experience of the past, that an increased demand for tea would produce a decided deterioration of quality.

447. On what grounds do you form that opinion?—Entirely from the circumstance of its being a very delicate produce, requiring a peculiar soil and climate and situation; and that in proportion as the quantity manufactured is increased, and particularly if the demand is rapid, the quantity that is hastily produced, in order to meet that rapid increase of demand, invariably produces a deterioration in the quality.

448. Since when has it been deteriorated?—Since the demand has been increased, I have before stated that the Company's tonnage had in the last ten years increased on the average 5,000 tons per annum, when compared with the nine years preceding that period.

449. From the experience you have had travelling in China, whether the profession of a mer-

say, that though by the institutions of the country it is generally considered as inferior to that of scholars and some others, yet still that in China, as in every other part of the world, wealth must carry with it a very considerable share of consideration; and that the circumstance of wealth in the Hong merchants (who also possess some official character) gives them a certain degree of respectability and consideration, even among the officers of their own government: so much so, that I remember Sir George Staunton, after the discussions of 1814, which he conducted personally, and at which I was present, told me that he was subsequently invited to meet one of those Mandarins at dinner, at the house of a Hong merchant. So much influence has wealth, even in China, in conducing to respectability.

450. Is the American consul himself personally engaged in trade?—I should think it is the only source from which he can derive a livelihood; for I believe he receives no salary whatever.

451. Do you consider the Hong merchants generally to be wealthy men?—Decidedly; I should say that those who have escaped ruin from the illicit trade must be wealthy men. I would hardly make any exception at present.

452. How many are those who have escaped that ruin?—There are at present seven, and I think there were ten. I

would say that *generally* they are wealthy men, and one or two of them men of incalculable wealth; nobody knows how rich Howqua is.

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453. Are you able to state whether it is not a fact that it is contrary to court etiquette for a merchant to be admitted into the Imperial presence at all?—I am not aware of any such regulation of the government.

454. How were the supercargoes designated in the edict issued by the Viceroy of Canton?—The term generally used is Koong-sze, as I mentioned before, “a body of public functionaries.”

455. Can you state the probable amount of the tonnage employed in the country trade carried on between India and China, with reference to the Company's tonnage?—The report on the table speaks to that fact: it is nearly equal, at all events, to that of the Company. It arises, not from there being so large a quantity of tonnage actually employed, but from the quickness of the returns, and from the comparative smallness of distance enabling one ship to make two voyages in the year.

456. Is that trade carried on without the intervention or assistance of the Company's servants at Canton at all?—A very large portion of it consists of smuggling trade, and therefore must be entirely out of the Company's cognizance.

457. The question refers to the country trade carried on at Canton, of which no portion is a smuggling trade?—That consists principally of cotton.

458. Is that trade carried on without the intervention or assistance of the Company's servants at all?—I should say not, inasmuch as that trade has derived very important advantage and assistance from the Company's Factory in the course of time.

459. In what respect has it received the protection of the Factory?—There was an attack made by the Chinese upon the privileges and trade of foreigners generally, in the year 1814: The Company then made a stand; and I conceive that they gained advantages which necessarily extended to the country trade, as well as to the Company's.

460. Is it not the fact, that all the sales of the cargoes imported from India to Canton, and the purchase of returns, are conducted by the supercargoes on account of the country trade in direct communication with the Chinese merchants, without any interference or assistance from the Company's servants whatever?—Certainly, we do not interfere with their arrangements with the Hong merchants.

461. Do you know whether the American trade is not carried on in the same way, namely, that the American merchants have direct communication with the Chinese authorities and the Chinese merchants, without the interference or assistance of the Company's servants?—With the Chinese authorities they have endeavoured to obtain an intercourse, but have been denied it,

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except through the medium of the Hong merchants. They are ordered by the Chinese government, if they have any thing to say, to send a petition in English to the Hong merchants, which petition the Hong merchants are to translate into Chinese. The disadvantage of such a medium of communication as the Hong merchants is this, that, in the first place, they have interests decidedly contrary to those of the petitioning foreigners; and secondly, that they dare not, in their communication with their own government, urge points, or use expressions which foreigners would urge and which foreigners would use, could they write their petition themselves. The Americans have been engaged, in a great measure, in the illegal trade with what are called the outside shopmen, in express contravention of the laws of the Chinese empire; and the government repeatedly interfered to put a stop to it, in consequence probably of the defalcations of revenue, and the ruin of the Hong merchants which ensued therefrom. They have interfered three or four times since I have been in the service.

462. Was not that interference on the part of the Chinese government at the request of the Factory?—Certainly not.

463. Do you know the date of the last interference?—The last was shortly before I left the country.

464. Were you in Canton in 1828?—Yes, I was.

465. With respect to the country trade, are the Committee to understand that a trade, equal in amount of tonnage to the trade carried on by the East-India Company, is carried on under the British flag to China now, without any interference or intervention of the Select Committee as regards the commercial intercourse between the supercargoes of those ships and the Chinese merchants at Canton?—Except as regards the occasional protection which the Committee have found it necessary to extend to the British trade in general in cases of exigency.

466. Can you state any of those cases?—I speak particularly in relation to the year 1814, when a stand was made against the Chinese in favour of British subjects generally.

467. Do you think that trade could be carried on with the same security, if it had not the protection of the Factory?—I should say not.

468. Are you aware of a proclamation issued by the Canton government in 1814, regulating the trade between the shopmen and the Americans, on a petition for that purpose?—No; I recollect a proclamation denying what the Americans petitioned for. There was a proclamation about certain trifling and worthless articles; but this was so perfectly futile, that the Americans petitioned for a set of regulations, which should admit the shopmen to trade in staple articles of commerce. Those allowed were mere mats, shoes, &c. and articles of consumption, which are permitted to be sold to the sailors and foreigners generally for the supply of their occasional wants.

469. Are not all cotton goods and silk goods included in the last proclamation?—If I recollect right, they were all excluded. The ultimate result of the American petition was, to be refused those articles which they applied for.

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470. You mentioned that there were very heavy duties on the importation of foreign goods; are there any internal duties on transit?—Very considerable ones, which necessarily add to the sale price of the articles that are the subjects of that transit.

471. Are those fixed and known, or are they variable?—They are so entirely connected with the internal administration of the empire, that it is not easy to obtain accurate information regarding them.

472. Is it easy to pass the goods, or are any obstacles thrown in the way?—There are no further obstacles than those which arise from the bar that this transit duty forms to the consumption of the article, by increasing its price.

473. Is there any means of knowing what the rates of duties are?—Yes; they have been stated and calculated according to the information obtained by a former tea-inspector of the Company. The document is available.

474. Has this system of transit duties been increasing of late years?—I have no means of ascertaining that point; but I believe they are very heavy.

475. Have they been of late years increased or diminished?—I have not heard of their being either increased or diminished.

476. Do you know how the duties are collected?—That also forms a portion of the internal administration of the empire, with which we have few means of becoming acquainted.

477. You have stated that the smuggling trade has increased very much of late years; has that increased at the same time with the system of internal duties?—The increase of the smuggling trade has been chiefly with reference to opium, which can have no connexion with duties, being altogether contraband.

478. Is there not a very considerable smuggling trade in other articles imported into China from Europe?—I believe that a great deal has been smuggled into China. I know instances where the articles have been detected, and a heavy fine has been imposed upon the Hong merchant who secured the ship, while of course the importing European has suffered the loss of his goods.

479. Have the Hong merchants themselves taken part in the smuggling trade?—Far from it; they were sold, not to the Hong merchants, but to outside shopmen.

480. You were understood to state that some of the Hong merchants have been ruined by their mixing with the smuggling trade?—Not at all; they have been ruined by the smuggling trade. They pay heavy duties and exactions to the government, on account of the advantages which their situation affords them

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in the monopoly of the regular trade: and as the smuggling trade must necessarily be carried on by persons who do not pay those heavy exactions, and who in fact frequently evade the regular duties, they must necessarily be ruined by the extension of such a course of transactions.

481. Do all the English manufactures imported into China by the Company pass through the fair trade?—Certainly.

482. Have you any means of judging what proportion of the whole imports into China consist of the smuggling trade?—It is impossible to say exactly how much, because the smuggling is secret, and therefore not so open to investigation; but with regard to opium, we know that the amount of the annual importation into China is upwards of 10,000,000 of dollars.

483. Taking what information you have, should you say that one-half, or two-thirds of the whole importation of foreigners into China is surreptitious? I should say that it is very likely that one-half may be surreptitious, taking the value, not the bulk, because it is the most valuable articles in proportion to their bulk which are the most likely to be smuggled. Bulky articles, such as raw cotton, can hardly be the subjects of smuggling.

484. You have spoken of the Company's Factory making what you call a stand upon certain occasions; in what way is that stand made? is it by abstaining from dealing and trading?—The Company turned upon the Chinese their own favourite weapon. The Chinese had a mode of resorting to the stoppage of all communication; and in the the year 1814 the Company, with very great effect, tried the same measure upon the Chinese, and found it perfectly successful.

485. That is to say, the Chinese were not able to withstand the abstaining from trading with them for any length of time?—They gave up the point at last.

486. You threatened the stopping of the trade, and that threat brought them to their senses?—The measure of stopping the trade gained for the Company all the points for which they contended.

487. Can you state how long the trade was stopped upon that occasion?—I have not the dates in my recollection; but it was for a considerable period.

488. Did that stand, which you represent to have been made, create any considerable distress in China?—No, it could not produce much distress among the people for the time; but it produced considerable embarrassment to the government, from the delay of the duties. It gained for the Company two or three most important immunities and rights. Among the immunities may be stated, that of exemption from inquisitorial visitations from the Chinese Mandarins at the Factory. They had been lately subject to every kind of insult in that way,

and they gained an exemption from it. With regard to the privileges which they gained, the most important one was that of direct communication with the government in the written character of the country, under sealed cover, and without any interference on the part of the Hong merchants.

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489. Are the Committee to understand, that prior to the year 1814, the period at which the stand was made, the Company carried on their trade without the privilege to which you attach so much importance, of communicating directly in the Chinese character?—No, they did not altogether; but it had been frequently disputed; and it was in the year 1814 that the Chinese particularly endeavoured to deprive them of it. They contended for the retention of this privilege, and gained a final confirmation of it in writing.

490. How many gentlemen are there in the Factory that can speak Chinese?—Perhaps half a dozen.

491. Sufficiently to hold conversation with the natives?—I should think so; and some of them to write the character.

492. Were you in any provinces where the tea is cultivated?—Lord Amherst's embassy did not pass through the principal tea provinces, which are Fokien and Tche-Kiang. We passed, however, through some where it is partially cultivated.

493. Are not the provinces where the tea is cultivated, very populous districts?—Very populous.

494. Is it not cultivated by a great number of small proprietors?—I should think that nearly all the landed proprietors in China must be small, from the mode in which property descends. They have, I believe, something like the law of descents in France, which generally divides the property pretty nearly among the children, and therefore the cultivators must come gradually to be persons of small property.

495. Is not it cultivated rather by what we should call cottagers in gardens, than upon a great scale?—I should think the immediate cultivators are persons of small property; but the tea-men, as they are called, those who employ the cultivators in performance of the contracts made at Canton, are persons of generally large capital.

496. Altogether, do you think there is any considerable population engaged in the cultivation of teas?—It must necessarily be so in the production of the commodity, because the manufacture of tea necessarily involves so large a quantity of human labour.

497. Did you ever hear any estimate how many millions were supported by that trade?—No; all our statistical information with regard to China must be very vague indeed.

498. Can you state what intermediate contractors there are between the cultivators of the tea-plant and the Hong merchant?—The intermediate contractors are called the tea-men, who at

22 Feb. 1830. the commencement of every year, about the month of February, make their arrangements with the Hong merchants, in reference to the supply of the succeeding season.

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499. You are understood to say, that the persons whom you call the tea-men go into the country and buy the tea of the small proprietors, but they are not the advancers of the capital which is required for the cultivation of this tea?—I must repeat, that all our knowledge of details in the interior of China must be extremely vague; and what I have said as to the smallness of individual property, in reference to those cultivators, is in fact chiefly a surmise of my own, deduced from the mode of descent in China.

500. To what do you ascribe the circumstance, that the Factory know so little of the interior of the country?—Because they are confined to a small corner of the empire, and their knowledge cannot be so great as if they had access to several points of it.

501. Do you suppose that those with whom you deal purposely keep you in ignorance, or that they themselves are unable to acquaint you?—I believe the Chinese themselves are generally ignorant of statistical matters; they either have not the curiosity, or they do not possess the means of informing themselves.

502. How long has the trade in British manufactures been a losing trade on the part of the Company?—I think the returns will show for a very considerable period.

503. You know that fact from having seen the accounts?—Yes.

504. Have you any doubt of it?—I have no doubt that they have lost in the long-run very considerably.

505. Does it continue to be a losing trade, or has it improved in that respect?—I fancy that the Company have got a more fair return for some of their articles of importation, in consequence of having diminished the quantity. The prices have experienced very great depression at Canton, in consequence of the importations of the Americans.

506. Would not that circumstance have continued the depression of your profits rather than have increased the prices?—I would not say that the Company have *gained more*, but that they have *lost less*, in consequence of finding it necessary to diminish the supply.

507. Have the Factory always considered it as a losing trade, which was carried on rather to satisfy the people of England than for any profit to be derived from it?—Decidedly; and I would add, that the quantity imported by the Americans has not been more than about one-fourth of the quantity imported by the Company and their officers, for the reason I have already stated,—that the officers can afford to import

British manufactures at a cheaper rate, and that the Company have submitted to losses which cannot be expected from private merchants, from any feeling of regard for the manufacturers of the goods.

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508. Of course, as this has been a losing trade, you have not felt yourselves bound to extend it?—We have extended it, and in fact kept it up to a point which private merchants could not have kept it to, in consequence of our influence over the merchants, causing them to take the goods, though they lost by some of them.

509. Of course, therefore, the merchants that are forced to take the goods, must put that loss upon some other part of their dealing with the Company?—Possibly upon the teas. Such a trade as that cannot be considered as advantageous to the Company; but the Company have, I believe, continued it to a certain extent, in deference to public opinion, or rather in consequence of the public clamour.

510. Do you suppose that the American who has carried on that trade has been induced to do it from any other circumstance than finding it profitable?—I believe it will be shown that the American importations have fallen off lately; and, in fact, the great bulk of their importations has been in bullion; and I conclude that, if they had found the trade in woollens profitable, it would have been much more extensive than it has been, *viz.* one-fourth of the Company's.

511. Have you not every reason to suppose that that portion which they do carry on, whatever it may be, must be profitable?—I should argue that it was not profitable, from the fact that very large failures and ruin have attended the American trade.

512. Have you any other facts to prove that, except the passage you referred to in the President's speech?—Merely that sort of knowledge which one gains in conversation and by reading.

513. If it can be shown to you in evidence, that the American is making a profit of from 20 to 30 per cent. upon manufactures sent out, while the Company have, according to your own statement, been carrying on generally a losing trade in this article of manufacture, would it not be a satisfactory proof to you that the private trader has had some better means of disposing of his goods than the Company's Factory?—Certainly, in relation to that particular article: the thing speaks for itself.

514. You state, that great advantage is derived in the China trade from large ships in preference to small ones. Supposing a private trade to exist to China, is it not to be presumed that the individuals who carried on that trade for their own benefit would select the sort of ships which carried on the trade to the best advantage?—That is quite a speculative question, and I cannot speak to the result of the experiment.

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515. Are you aware whether the Americans have increased the size of their ships lately?—I am not aware of that.

516. Do not the Dutch and other European states also carry on some trade with China?—The Dutch have had three or four ships in China within the last three or four years.

517. Do they act through a factory, or in what manner do they transact their business?—They have lately established a consulate.

518. Do not those who trade between Holland and China carry on their business at the place, without any particular control from any company or factory?—I am not exactly aware that they are under any particular control, beyond that exercised by their consul.

519. Have they, within your recollection, got into any difficulties with the Chinese authorities or government?—It is only very lately that they have resumed their trade they were thrown out of by the war, and they have only resumed it lately; in fact, displaced the Americans in the supply of Holland.

520. Are you aware that the Dutch formerly carried on all their trade through the Dutch East-India Company?—I believe they did.

521. Have you heard from the merchants, or from any persons carrying on that trade at present, any expression of opinion, that the trade was now carrying on to any disadvantage in consequence of its being open and free?—I believe there is something like an association in Holland, at present, for carrying on the China trade, if I am rightly informed.

522. Are you aware that, though it is an association, it is a free association, and it is open to any private persons to make a similar one?—It is; but very little inference can be drawn from the Dutch China trade, it being so very recent.

523. But you are not aware of any difficulty arising from its present freedom?—No specific difficulty; they compete with other foreigners at Canton.

524. Do you know any thing about Cochin China?—Very little.

525. Do you know whether any trade is carried on by individuals with Cochin China?—I think an attempt was made by some Americans, which proved an utter failure. I read something about it in the Edinburgh Review, or in the Quarterly, three or four years back.

526. Has any attempt been made on the part of the Factory, to ascertain whether they could increase the commercial relations with Cochin China, or any of those countries to which we have little access?—An attempt was made by the British Factory, in the person of Mr. Roberts, many years ago, under the auspices of the Supreme Government, but it proved a failure.

527. How many years ago was that?—I cannot state, but it was considerably previous to my entering the service. 22 Feb. 1830.

528. Was it a mere trading attempt, or was it an attempt to establish some relation between the governments?—It was, I believe, an attempt to establish a trade.

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529. You stated that the Chinese felt a peculiar jealousy towards the English, from their neighbourhood in Nepaul and in Ava. Have any circumstances occurred, within your knowledge, which led you to suppose that, or is it merely a surmise of your own?—I think that an edict of the Emperor at about the commencement of the Burmese war, tended to prove that the Chinese were aware of such a contest having commenced, and that they had turned their attention towards their frontier in that quarter.

530. Was there any thing in the proclamation, or in what occurred at the period, which proved at all distinctly that the Chinese government connected the operations in Ava with the British at Canton?—They cannot be ignorant that the British nation is concerned in both places.

531. Then you imagine that they were aware that the same nation which was engaged in hostile operations near their western frontier, was connected with the Factory of merchants subsisting at Canton?—I should certainly think that they could not be ignorant of that; and I know very well that they are fully aware of the existence of our influence in Nepaul; for a Chinese general was either seen or heard of as being very near, by some of our public functionaries, about the time of the Nepaul war.

532. Are you led to suppose that they connect the operations in Ava and Nepaul with the Factory at Canton?—I think their pride would prevent their making such admissions to us; but I feel perfectly certain that they must be aware of our encroachment upon them on those two points.

533. Are they aware that the persons who compose the British Factory at Canton belong to the same nation?—They certainly have never told us in so many words.

534. Has any thing ever occurred which leads you to conclude that they distinctly connect the British Factory with the proceedings in Nepaul and Ava?—Circumstances have occurred, as already stated, which make me feel quite certain of their knowing that those who encroached upon them towards Nepaul and in Ava were the British, and they must connect them with the British in Canton.

535. You stated that the Chinese are incapable of distinguishing foreigners at Canton; how comes it, then, that they distinguish so particularly, in the case of the British Factory, its connexion with those operations on their frontier in another quarter?—They cannot fail to know that there are such flags and such nations as Americans and English; and they cannot.

22 Feb. 1830. of course, fail to know who are the English authorities at Canton, and who are not the English authorities. .

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536. Then, in point of fact, they do make a distinction between the different nations of foreigners?—If they did not make any distinction, they could not treat one better than another. They are not capable of making such nice distinctions as we make; for we can tell an American by his mere accent.

537. Then you mean that they cannot distinguish between individuals?—Certainly.

538. You stated that the American trade has been a declining one; for what length of time has it been declining?—I cannot go very nicely into details, but they are before the Committee.

539. It appears by the returns now before the Committee, that with the exception of the years 1826 and 1827, it has been an increasing trade?—In *amount*; but in *tonnage* it has diminished: and if the amount has remained nearly the same, while the tonnage has diminished, I would ascribe it to this circumstance, that they have given up bringing *manufactures*, which occupy a large space, and brought *bullion*, which occupies a small one; that they have moreover diminished their purchases of tea, which occupies a large space, and bought silks, which occupy a smaller one in proportion to the value. I began, however, with stating that the documents will be a better authority than I am.

540. Are you acquainted with the actual amount of American imports and exports for any one year?—I only speak with reference to those documents which I have examined.

541. Are you aware of the way in which the duties are paid by American merchants upon goods brought from the east of the Cape of Good Hope?—I have understood that the American government gave the traders a year's credit for the duties they had to pay; and that the trade existed to an unnatural extent, in consequence of the credits arising from this custom. That the American government has been obliged to resort to some remedy for its losses.

542. Has the falling off in the American trade been in that with China, or with India?—I speak with reference to the documents which I have seen relating to China.

543. Do you know the actual amount of trade in the years 1826 and 1827?—I have an account, I think, of 1828-9, which exhibits six millions and a half of dollars.

544. You state that in your travels in China you have perceived British manufactures in the interior of China; can you state any particular place where you saw them; at Pekin, for instance?—No; it was only in the neighbourhood of Canton. We, in fact, became sensible of our approach to Canton by the recurrence of shops containing British manufactures.

545. Was it solely in the province in which Canton was situated, that you saw British manufactures exposed for sale? —I cannot speak to that; but it was only in the *southern part* of the empire. In fact, the recurrence of such goods was more frequent in proportion as we approached Canton.

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546. You stated, that it had been the earnest endeavour of the Company's Factory at Canton to extend their trade, if possible, but that they had been unable to do it?—They have certainly extended their trade very much in tea.

547. Were you at Canton in September 1828?—I was.

548. Did you hear that a ship called the *Merope* had returned to Canton after having been a voyage as high up as to Ningpo, having made a very profitable voyage, and converted the whole of her cargo to a very large extent into specie?—It must have been entirely surreptitious, if she did; and I judge that her cargo was opium.

549. Do you conceive that such a thing would be possible? —I should say very improbable, until the fact spoke for itself. From surmise, I should say it was a thing that could not easily occur; but that by *smuggling* a ship might manage to introduce goods in that way.

550. You have stated, that the Chinese government have issued many edicts against smuggling; have those edicts been carried into force or not?—They certainly have, to the utmost capability of the weak Chinese government. I would say that they have rather shown the hostility of the Chinese government to the system, than that they have been very effective in suppressing it.

551. Do you consider that smuggling has been decreased by them, or the contrary?—I should say that the weak and ill-organized government of China cannot follow up its edicts by a corresponding effectiveness; and they have probably, in a great measure, proved unavailing.

552. You stated, that the Americans laboured under disadvantages in their intercourse with Chinese; what inconvenience can you state ever to have arisen from the intercourse between the Americans, carried on as it is, and the Hong merchants?—They have suffered very severe distress and misfortune, in the case of a homicide, from their want of union.

553. In their commercial transactions, to what disadvantages are they subject?—I should simply argue, from the ruin of American houses engaged in Chinese commerce, that the commerce has been a losing one.

554. Then you have no reason to suppose that there is any difficulty whatever in the Americans carrying on their transactions with the Chinese in Canton, but only that the result of the trade is probably a losing one?—A great many inconveniences. They cannot make their grievances known to the government.

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555. Have you ever known any inconvenience arise to them from that?—Yes; I have known individuals attempt to communicate their grievances in the written character, and the document which contained that character was returned to them unopened.

556. Has their trade ever been interrupted in their transactions with the Hong merchants?—Very much indeed, in the year 1821.

557. Has there been any other case besides that?—Yes; I believe that very considerable delay has arisen from the prices demanded for the teas not being suited to the Americans, and they have been obliged to hold back for long periods.

558. In those cases have the Hong merchants yielded?—It was not with the Hong merchants that they have generally dealt, but principally with unlicensed people, contrary to the regulations of the government. Of course they *have* dealt with the Hong merchants occasionally, as well as with the others.

559. In the cases to which you allude, in which, as you say, a sort of stand has been made, have the Americans generally obtained the tea at their own prices, or have they been obliged to come to the prices of the Chinese?—I should think they must have given in, in most cases; but I cannot speak with the same correctness to the transactions regarding the Americans and Chinese as I can with regard to our own transactions.

560. When the East-India Company ship a quantity of woollens to China, do they send you an invoice of those goods?—They do.

561. Do they add to that the charges of freight, &c. as in a common mercantile transaction?—It is all calculated in the invoice.

562. And then you turn that over into the money of the country?—Yes, and endeavour to get the best price we can.

563. Do you turn it over at the current exchange, or at the 6*s.* 8*d.*?—We turn it over at 6*s.* 8*d.* a tale.

564. Is 6*s.* 8*d.* the current exchange?—It is the value which has been settled for many years.

565. How far does that calculation of 6*s.* 8*d.* vary from the real rate of exchange within your knowledge?—The rate of exchange at Canton, in the case of the dollar, has been very fluctuating since I have been in the country, and has fallen since the war.

566. Supposing you turn over the invoice amount of goods into tales at the rate of 6*s.* 8*d.*, and the current exchange is either above or below that, must it not give you a false result?—The exchange of dollars is only with regard to the dealings of foreigners at Canton, and foreigners elsewhere. It has nothing to do with the value of silver among the Chinese. The

fluctuations in the value of the dollar have had nothing to do with the value of silver on the spot among the Chinese themselves. 22 Feb. 1830.

*J. F. Davis,
Esq.*

567. How do you sell the woollens; for so many tales or so many dollars?—The woollens are generally sold in tales.

568. Which are carried to the credit of the East-India Factory's account, at the rate of 6*s.* 8*d.*?—Yes.

569. Whatever be the real rate of tales at the time?—The value of the goods in dollars is found by turning over their price in tales into dollars. I still say that the fluctuations in the value of the dollar can have no reference to the value of money among the Chinese; they are simply in reference to the exchange with the countries to whom those foreigners wish to remit the dollars: it is an affair entirely between the European in China and the European in Europe, or elsewhere; they have no reference whatever to the value of the money among the natives.

570. How do you get at the profit and loss on these woollens, because the woollens are sold in tales; how do you turn those tales over into English money?—The tale is a nominal value; there is no coin of that kind; it is a weight of silver, and not a coin.

571. Why do you say that the tale varies in value?—The value of money must necessarily vary among the Chinese; but the fluctuations in the exchange of the dollar at Canton have no reference whatever to the fluctuations in the value of money among the Chinese.

572. Are not those woollens always sold for so much money?—They are sold nominally in tales.

573. Without any reference to the return in tea?—Certainly; it is not a barter transaction.

574. Are they generally sold to different people?—They are sold to all the Hong merchants, in the same proportion in which those Hong merchants receive our woollens. The supply of tea, on the part of the Hong merchant, is proportioned to the quantity of our manufactures which he takes from us: and that is the inducement to him to take our manufactures; because the more he takes of our goods the more we take of his tea. The tea is a gaining transaction to him.

575. So that, although not really a barter, it is in effect a barter?—No; because we take much more of tea than we sell of manufactures.

576. Do you buy tea of any parties to whom you do not sell woollens?—No; we buy tea of all the Hong merchants, and we sell manufactures to all the Hong merchants. The quantity which they take of the manufactures bears a proportion to the quantity of their contract teas.

577. Are the prices of the contract teas higher or lower generally than that of the tea which is bought upon the spot?—The quality is superior, and therefore the price is higher.

Martis, 23^o die Februarii, 1830.

CHARLES MARJORIBANKS, Esq, again called in and examined.

23 Feb. 1830. 578. CAN you state the prime cost of the different sorts of tea per pound paid by the Company, in any given year, at Canton ?
 —I cannot state from recollection ; but the Company's books from China will distinctly show it. The common price of contract congo teas, which forms the bulk of the investment, is 25, 26, 27, 28, and 30 taels per pecul ; that is, 133½lbs.

C. Marjoribanks,
Esq.

579. How is that price settled ; is that according to the market price at Canton, or according to a contract ?—There are three-fifths of the Company's congo teas which are contracted for with the Hong merchants in the previous season to the season in which they are delivered ; and two-fifths of the congo teas consist of old teas which are purchased at the conclusion of the season. These teas are contracted for by the Hong merchants with the tea merchants, the particular descriptions of teas that the Company require being described to them. Upon the arrival of those teas in Canton they are subjected to every possible scrutiny which is supposed to be desirable, to ascertain their quality, when the prices given for them are established.

580. Upon what rule are the prices established ?—Upon the quality of the teas, founded on the reports of the tea inspectors.

581. Is that with reference to the price in the market at Canton ?—Not in the case of the contract teas.

582. For what length of time are the contracts generally entered into ?—The contracts are concluded with the Hong merchants in the month of March for teas to be delivered in the ensuing season.

583. Is it then an annual contract ?—It is annually made.

584. Are there considerable variations in the contract from year to year ?—The amount quantity varies according to the varying demand ; the prices are not fixed until the teas are delivered.

585. Then is it a matter of agreement between the tea inspectors and the Hong merchants what the price of the tea shall be in each year ?—Not at all. It is a matter of agreement between the Company's Select Committee and the Hong merchants. The reports of the tea inspectors are made to the Select Committee : the members of that Select Committee are present in the Tea Hall where those examinations take place ; they hear the reports of the tea inspectors, and are principally guided by their reports : but the tea inspector has nothing whatever to do with the settlement of the price of tea ; that rests entirely with the Committee.

586. The settlement of the price of tea is an annual settlement ?—It is an annual settlement, so far, that I think I stated

that for the teas of a certain quality and certain description, certain prices were given. Those prices were not determined according to the character of the tea given by the Hong merchant, but according to the real character which it was found to deserve after inspection.

23 Feb 1830.

*C. Marjibanks,
Esq.*

587. Are those the contract teas?—The contract teas, and every tea that comes in the Company's investment; the price of that is not established by any old standard, but by the real merits of the tea itself.

588. Is that an annual settlement; and do the prices, in point of fact, vary much from year to year?—The prices do vary.

589. Do they vary considerably from year to year?—They so far vary, that in some seasons we have a very good supply of teas, and in other seasons an inferior supply; and in those seasons, of course, the price paid for them is less.

590. Can you give an instance of the variation from year to year?—No, I cannot charge my recollection; I should be sorry to speak to any thing which can be shown so much more accurately by printed statements.

591. Do you mean that there is an invariable price for best, an invariable price for moderate, an invariable price for the inferior sort of tea, and that the only variation in the price is according to the proportion which the best, the moderate, and the inferior bear to each other when they are brought in?—If I were to endeavour to give the characters of the teas employed in China, I believe they would not be intelligible to this Committee. The terms employed are found useful in rating the qualities of the teas, and the teas that are found to deserve those characters are placed under them, and the prices given for them are according to the quality which it is found the tea really possesses.

592. Do you mean to say that there is an invariable price paid year by year for the same quality of tea, or that the same quality may one year with another fluctuate in its price?—That applies to some of the teas, but not to all.

593. Will you state to what teas that does not apply?—The question is in some respects complex; as the teas which are purchased as winter teas are received by different standards from the teas which are purchased under contract. Those general questions do not apply to the tea investment generally.

594. Can you give the Committee the names of the teas, and the average amount of the teas which are subject to that con-

23 Feb. 1830. tract, and which are excluded from it?—Congo as well as twankay teas. The part of the investment consisting of contract congo is about 120,000 chests annually.
C. Marjoribanks, Esq.

595. What is the quality of the congo tea?—It is a remarkably good black tea. But congo is a general term; there are several different classes of congo.

596. What may be the average export of congo tea from Canton on the part of the Company?—Upwards of 200,000 chests. But this is not all contract congo; there is a good deal of that winter congo.

597. What proportion would the winter congo bear to the contract congo?—The winter purchases of the Company are, I think, from 90,000 to 100,000 chests.

598. With respect to bohea, what proportion does the contract tea of the sort called bohea bear to the winter bohea?—There is no winter bohea. The bohea tea is a lower description of tea, which is used as a flooring for the Company's ships; the proportion of that to the general investment is very small. I am unwilling to state the proportion, unless I could state it perfectly accurate; but it is proportionably small.

599. Is not the bohea tea commonly estimated at about 9*d.* a pound in the prime cost?—We buy it at from 14 to 17 taels a pecul.

600. What is the price of congo tea paid by the Company?—At present the Company's price is at 25, 26, 27, 28, and 30 taels per pecul.

601. Do you speak of the tale at 6*s.* 8*d.*?—I speak with reference to the conventional value of the tale at 6*s.* 8*d.*; but I do not consider the tale to have that value. I should say, in explanation of the value of a tale, that I believe if a tale weight of dollar silver were melted down, and 6*s.* of English money were also melted down, that they would yield nearly equal parts of pure silver; which, according to that estimate, would not give the tale at more than 6*s.* as compared with English money.

602. Can you state the proportion that the port charges at Canton would bear upon a pecul of bohea tea?—No, I cannot from recollection.

603. Can you state at what rate bohea tea is put up here?—I only know from the papers before Parliament; I have no personal experience of the India-House sales. With respect to the prices of congo tea, I may state that in the year 1825 the Company's prices of congo teas were reduced one tale per pecul upon every class of teas; and the result of that was, a

saving upon the Company's investment of about £20,000 sterling 23 Feb. 1830.
per annum.

*C. Maynorbanks,
Esq.*

604. Did the same reduction in price take place in other teas; bohea for instance?—Not at that period.

605. Subsequently did a fall in price take place in bohea teas?—The price has varied, but I do not remember the precise variation.

606. Can you state the prime cost of souchong tea?—30, 32, 34, 36, 38, 40 taels per pecul.

607. Are there any copies kept of the accounts sent home by the Select Committee?—All accounts with reference to the Company's purchases are regularly sent home.

608. Can you state what the Canton charges consist of?—The charges for the establishment of the Factory, the Factory rent, the wages of Chinese in the Company employ, and there are certain charges on merchandise which enter also to some amount into these charges, boat-hire to carry teas to the ships, linguist's fees, marking Company's chests, &c.

609. Can you state the amount of them in any one year?—I think the charges I speak of generally amount to about 100,000 dollars.

610. Is not the tea taken from the Hong merchants, who receive English goods in return, upon certain shares of which the Hong merchants have a certain quantity?—The Company's business is divided into twenty-one shares, which are apportioned differently amongst the different Hong merchants. The quantities of teas supplied by them upon contract is in proportion to those shares.

611. Are not the English manufactured goods, which they receive in return, also apportioned in certain shares?—With the greater part of the woollens that is the case.

612. Is it the fact, then, that each merchant who has a certain proportion of this trade delivers a certain quantity of tea, and receives a certain quantity of goods?—No, I did not state it in those terms.

613. Can you give the Committee an account of the share which any one individual has had in furnishing tea to the Company?—I can state what the shares of the merchants are. The senior merchant has four of the twenty-one shares, the next four in succession have three, and the remaining two merchants have two and a half shares each.

614. What is the amount of a share?—It depends upon the extent of the investments.

23 Feb 1830. 615. Is it equally divided according to the investment of the year?—The Company's business is divided into twenty-one shares, apportioned as I have stated.
C. Marjoribanks, Esq.

616. Do the Hong merchants that furnish this tea all of them receive a certain quantity of woollens or other articles imported by the Company into Canton?—No; all the imports are not regulated in the same way. They have received the greater proportion of Company's woollens according to their shares for a distinct and decided reason, that the merchants have always complained that the woollens which they have received have been no gain to them, and on some occasions a loss: therefore it has been considered equitable that the merchants who have the largest portion of the teas received from them, should take in return the largest proportion of British manufactured goods.

617. In point of fact, each individual having a share of the tea trade does receive a certain proportion of woollens from the Company?—He receives his proportion according to the proportions I have stated.

618. In the settlement of the account between the Company and those individuals so furnishing a portion of the tea and receiving a portion of woollens, how is it conducted?—It is conducted upon the same principle as other mercantile transactions. The merchants, who deliver more in value than they receive, have the balance paid to them.

619. But the one, as far as it goes, is set off against the other?—Not always: generally speaking it is so. There have been sometimes importations on the Company's account at the period when no teas have been received. Of course, the merchants who have received the goods as imported would be required to pay the amount value of them into the Company's treasury.

620. In all those cases in which there have been accounts on both sides between the Hong merchants and the supercargoes and woollens, a balance is struck between them, estimating the woollens at a given price, and the tea at a given price?—I scarcely understand the question. The trade, in cases where goods are received and delivered, is conducted on similar principles to those applying to mercantile transactions all over the world—the debtor and creditor account is settled between the parties.

621. In what way is the value of the woollens estimated by the supercargoes?—They receive information as to prices of the woollens in the markets of China from the Hong merchants, as well as from other sources which are open to them. Though

the Company's servants are confined in their commercial transactions to the Hong merchants, their ears are open to information from every quarter which may be considered one of intelligence. They are aware of the state of the China market for woollens and any other description of goods.

23 Feb. 1830.

C. Marjoribanks,
Esq.

622. Is the value of woollens settled by the Select Committee upon such evidence as they obtain?—It is adjusted between them and the Hong merchants. The Hong merchants have frequently been required to receive woollens, when they have made very serious objections to it.

623. Are any of those woollens ever sold by the Company to any other parties than the Hong merchants?—I think not. A small experimental consignment of some goods may, upon some occasion, have been sold to some other person, but the commercial transactions of the Company in buying and selling are confined to the Hong merchants.

624. Then it follows, that the price settled between the supercargoes and the Hong merchants must be a price which is obtained from information about the market, and not from actual dealings in the market on the part of the supercargoes?—The supercargoes do not go into the retail market to sell the cloth, but they receive information from every source which is open to them, and according to their information they are guided in the adjustment of prices. I believe the supercargoes have equal means of obtaining general information in China with other persons.

625. The fact being, that it is a sale by one party possessing a monopoly to another party possessing a monopoly?—That is a question which involves the word *monopoly*, to which different persons give different significations. The Company's is a monopoly in some respects and not in others,

626. In what respect is the Company's trade with China not a monopoly?—British ships from every port in Asia are permitted to arrive in China. The Company have allowed British merchants to remain in China, with and without the diplomas of foreign consuls; they have given every encouragement to British commerce in China. There are very numerous instances which can be stated, where the Company has not what is called a monopoly in an invidious sense of the word. I conceive, under the protection of the Company, the British trade, generally at Canton has originated and has been preserved.

627. Then, so far as the free trade is concerned, is there not a monopoly on the part of the East-India Company for the export of teas to all parts of the British possessions?—There are powers vested in the Company by acts of the Legislature,

23 Feb. 1830. to trade exclusively from the dominions of the Emperor of China in tea. The Company, however, give tea licences to country ships, which proceed to different ports in Asia, to carry teas there for the consumption of those ports: in these, New South Wales is included. I may state, with regard to the word "monopoly," that since I have been acquainted with China, I have never known a Company's servant there to show the least wish unnecessarily to restrict the limits of British commerce, or to interfere with the fair trader, as long as he conducted himself in a manner that could not endanger the general trade in Canton.

—
C. Marjoribanks,
Esq.

628. By whom are the licences to export tea from Canton to India given?—By the Select Committee.

629. Is not also the furnishing woollens to the Hong merchants a trade exclusively in the hands of the Company, in so far as that can be carried on by Britons?—No; they allow their captains and officers to import woollens into China, and I know no prohibition against their being imported into China in country ships.

630. Is not there a prohibition of the export of woollens?—I do not understand the question.

631. Is it not the fact that they were prohibited by the English law?—I am not accurately acquainted with the provisions of the English law. I do not imagine that the Company ever exercise any power which is not vested in them by the Legislature. I do not remember that their representatives in China interfered in the importations of private ships.

632. Can you state the amount of tonnage allowed to the officers of the East-India Company to export goods from England or India to Canton?—I can only speak from recollection of what can be much more accurately shown by documents; but I think the Company allow their officers two-fifths of the ships' tonnage upon their own account, from port to port in India. I do not remember the precise amount of tonnage granted to the commanders of direct ships; but the Company's direct ships rarely go out with full cargoes; and no refusal is, I believe, given by the Company to officers exporting any goods upon their own account, which they may be desirous of doing.

633. Can you state the actual price at which cloth of different descriptions was sold to the Hong merchants, in any given year, by the supercargoes?—I must plead defect of memory on those subjects; those statements are all regularly sent home.

634. Can you furnish that statement to the Committee?—I 23 Feb. 1830.
can do so.

C. Marjoribanks,
Esq.

635. Have the Company exported any cotton-yarn to China within the last few years?—The exports of cotton-yarn to Canton the year I left China had been very limited. The Company exported cotton-yarn as an experimental consignment; but it was only within the last two years that it has been introduced into China. I may refer the Committee to a general statement of British trade at Canton. I have here a Statement of British trade at the port of Canton for the year ending the 30th of June 1828, which shows the precise amount of the trade on the Company's and private account.

[The witness delivered in the same.]

CORRECTED STATEMENT of the BRITISH TRADE at the

IMPORTS on account of the Hon. Company.				Tales.	Dollars.
Imports remaining over Season 1826-7.		Broad cloth.....	bales 4,154 .. yards 431,816	553,650	
Long ells .. tales 197,222		Long ells ..	5,003 .. pieces 100,060	578,760	
Worleys ..		Worleys ..	300 ..	6,000	39,000
Camlets ..		Camlets ..	470 ..	4,700	98,136
Mohair camlets ..		Mohair camlets ..	2 ..	15	486
British calicoes ..		British calicoes ..	612 ..	15,300	77,112
Blankets and scarfs ..		Blankets and scarfs ..	2 ..	71	204
British Iron ..		British Iron ..	peculs 30,261	104,430	
Lead ..		Lead ..	30,246	124,472	
Cottons, Bengal ..		Cottons, Bengal ..	39,336 ..	86,312	790,554
Do. Madras ..		Do. Madras ..	12,029 ..	27,065	240,917
Do. Bombay ..		Do. Bombay ..	22,486 ..	62,829	621,725
Sandalwood ..		Sandalwood ..	billets 32,654 ..	1,873	15,203
Tales 292,126				3,253,649	4,518,957
Imported by Country Ships, 1828-9:		ON PRIVATE ACCOUNT:			
Cotton, Bengal,		Cotton, Bengal ..	pec. 41,487 at 9 t. 6 m. $\frac{3}{4}$ pec. ts. 398,274		
Do. Madras ..		Do. Madras ..	387 — 9 t. 5 m. ..	3,676	
Do. Bombay ..		Do. Bombay ..	220,664 — 9 t. 2 m. ..	2,103,709	
Peculs 67,395		Opium, Malwah ..	ch. 3,000 at 1,185 drs. $\frac{3}{4}$ ch. drs. 3,649,000	2,505,660	3,400,003
Do. Patna and Benares ..		Do. Patna and Benares ..	7,191 — 1,056 ..	7,593,696	
Dollars 18,000		Pepper ..	pec. 14,252 at 7 drs. $\frac{3}{4}$ pec. ..	99,764	
Rattans ..		Rattans ..	14,614 — 5 ..	73,070	
Betel-nut ..		Betel-nut ..	31,800 — 24 ..	71,550	
Putchuck ..		Putchuck ..	1,334 — 12 ..	16,008	
Sharks' fins ..		Sharks' fins ..	2,030 — 18 ..	36,540	
Olibanum ..		Olibanum ..	522 — 5 ..	2,610	
Blackwood ..		Blackwood ..	700 — 6 ..	4,200	
Sandalwood ..		Sandalwood ..	5,150 — 20 ..	103,000	
Ivory ..		Ivory ..	702 — 80 ..	60,960	
Saltpetre ..		Saltpetre ..	1,200 — 54 ..	6,600	
Cloves ..		Cloves ..	196 — 60 ..	11,760	
Flints ..		Flints ..	3,552 — 2 ..	7,104	
Amber, very inferior ..		Amber, very inferior ..	catties 25 — 12 drs. $\frac{3}{4}$ cat. ..	300	
Iron ..		Iron ..	pec. 4,188 — 24 drs. $\frac{3}{4}$ pec. ..	10,470	
Lead ..		Lead ..	2,004 — 6 ..	12,504	
Tin ..		Tin ..	3,019 — 20 ..	60,380	
Speltre ..		Speltre ..	70 — 10 ..	700	
Broad cloth ..		Broad cloth ..	yds. 25,725 — 1 & 2 drs. $\frac{3}{4}$ yd. ..	34,407	
Woollens, various kinds ..		Woollens, various kinds ..		25,775	
Cotton goods, British long cloth, &c. ..		Cotton goods, British long cloth, &c. ..		66,487	
Cotton Yarn ..		Cotton Yarn ..	pec. 214 (invoice cost) ..	14,000	
Pearls, estimated value ..		Pearls, estimated value ..		48,400	
Cornelians, ditto ..		Cornelians, ditto ..		51,500	
Clocks and machinery, ditto ..		Clocks and machinery, ditto ..		84,500	
Rice, Manilla ..		Rice, Manilla ..	pec. 3,000 — 2 drs. $\frac{3}{4}$ pec. ..	6,000	
Rhinceros' horns, and cows' horns ..		Rhinceros' horns, and cows' horns ..	36 — 60 ..	2,160	
Fish maws ..		Fish maws ..	210 — 75 ..	15,750	
Myrrh ..		Myrrh ..	48 — 15 ..	720	
Sundries; estimated value ..		Sundries; estimated value ..		195,285	
Dollars 18,000				12,365,530	
Opium, Portuguese Ships, 1827-28:					
Dumaun .. Chests 1,988					
Company's Patna .. 73					
Do. Malwah .. 416					
Chests 2,474					
Opium on hand, 1st July 1828.					
Patna .. Chests 2,482					
Benares .. 421					
Malwah .. 1,542					
Chests 4,445					
				Dollars	20,364,600

* This cotton yarn was returned to Bombay.

SELECT COMMITTEE OF THE HOUSE OF COMMONS. 89

Port of CANTON, for the Year ending 30th June 1828.

		Tales.	Dollars.
EXPORTS on account of the Hon. Company.	Bohea..... <i>peculs</i> 28,967 .. <i>ts.</i> 437,552		
	Congo 161,545 3,935,447		
	Souchong 1,605 60,224		
	Twankay 38,617 1,043,758		
	Hyson 4,603 236,339		
	Hyson-skin 1,611 46,553		
		5,756,872	
	North American investment, including supracargoes' commission..... } 309,800		
	Cape stores, teas and sundries 29,168		
	St. Helena stores, and stores to Bengal and Bombay 9,237		
Unloading charges 13,689			
Factory expenses 75,954			
European estab. . . 5,982			
Expen. of schooner 1,205			
	Port charges on 28 ships (Boyne included) 109,004		
	Unloading charges, Canton Factory expenses, Canton } 96,830		
	European establishment, expenses of schooner, &c. . }		
		205,834	
		6,310,919	8,765,165
ON PRIVATE ACCOUNT.			
H.C.S. to England	Congo 5,666 at 21 <i>ts.</i> <i>pec.</i> .. <i>ts.</i> 118,860		
	Campoi, Souchong, Pouchong 3,110 — 32 99,520		
	Pekoe 464 — 38 17,632		
	Twankay 602 — 26 15,652		
	Hyson 2,628 — 36 120,888		
	Hyson-skin 945 — 26 24,570		
	Gunpowder 60 — 50 3,000		
	Black tea 800 — 30 25,800		
	Green tea 1,735 — 42 72,870		
		400,792	692,767
H.C.S. <i>pec.</i> 1,706	Raw silk, Nankin 1,834 — 450 <i>drs.</i> <i>drs.</i> 825,300		
	Do. Canton, of sorts 1,736 319,920		
		Dollars .	
Pieces 227,800	Nankeen cloth, large } <i>pcs.</i> 396,400 — 98 <i>drs.</i> <i>pec.</i> 100 <i>pcs.</i> 388,472		
	brown }		
	Nankeen cloth, 2d } 325,400 — 75 244,050		
	sort }		
	Nankeen cloth, 3d } 36,200 — 48 17,376		
	sort, small }		
		640,898	
	Sugar candy <i>pec.</i> 9,420 — 12 <i>drs.</i> <i>pec.</i> ..		
	Soft sugar 34,139 — 6 1,178,040		
	Cassia lignea 3,648 — 20 204,814		
— 56	Tortoiseshell 56 — 1,000 72,900		
— 275	Mother-of-Pearl 275 — 15 50,000		
Dollars 31,500	Wrought silk, silk piece-goods, crapes, scarfs, &c.; estimated value		
	Coarse china-ware ditto 4,125		
241,000	Bamboos and whangee canes 241,000 — 15 <i>drs.</i> <i>pec.</i> 100 200,925		
	Musk <i>catties</i> 90 — 80 .. <i>pec.</i> <i>catty</i> 49,100		
Table 1,660.. floor 660	Glass beads, &c. <i>peculs</i> 800 — 20 .. <i>pec.</i> 3,615		
Peculs 119	Table and floor mats .. <i>sets</i> 2,320 ..		
— 262	Vermillion <i>boxes</i> 448 — 44 .. <i>per box</i> 7,200		
	Rhubarb <i>peculs</i> 262 — 65 .. <i>per pecul</i> 16,000		
Pieces 5,000	Cochineal. <i>do.</i> 147 — 500 .. <i>do.</i> 3,504		
	Damasks <i>pieces</i> 5,000 — 16 <i>drs.</i> <i>pec.</i> <i>piece</i> 20,240		
	Writing paper, toys, kittysols, fireworks, lacquered ware, &c.; }		
	estimated value }		
Catties 36	Seed Coral <i>catties</i> 36 at 30 <i>drs.</i> <i>pec.</i> <i>catty</i> 17,030		
	Brass foil <i>peculs</i> 265 — 58 <i>pec.</i> <i>pecul</i> 73,500		
	Alum, aniseed, China root, galengal, gamboge, &c.		
	Gold <i>tales wt.</i> 300 — 25 <i>drs.</i> <i>pec.</i> <i>tale</i> 80,000		
	Camphor <i>peculs</i> 885 — 30 <i>pec.</i> <i>pecul</i> 15,702		
Dollars 2,270	Sundries; estimated value 7,500		
	Dollars, Sycee and Peruvian silver 26,550		
		47,745	
		6,094,646	
Remittances through the Company's Treasury, 1827-8 and 1828-9:	Disbursements on nineteen regular ships, at <i>drs.</i> 9,000 each; }		
	eight chartered and thirty-five country ships, at }		
	<i>drs.</i> 7,000 each, measurement of country ships included }		
Bills on the } 78,201			
Hon. Court			
Certificates... 17,143			
Bill on the } 2,417,560			
Bengal gov.			
	Balance		
Dollars 2,942,904			
Command on } d. 671,068			
cotton bonds }			
		Dollars	
		20,364,600	

23 Feb. 1830. 636. Does that show the quantity of cotton-yarn imported?
 — There is cotton-yarn imported on private account in this year
C. Majoribanks, to the amount of 14,000 dollars.
Esq.

637. Does the private trade include the trade of the Company's officers?—It does.

638. Can you state the amount of cotton-yarn imported in the subsequent year?—I can furnish the Committee with it, but I have it not with me.

639. Do you know what the numbers were of the cotton yarn that were exported?—I do not remember the precise numbers, but the Chinese objected to very fine descriptions of cotton-yarn, inasmuch as they could not work it up in their cloths.

640. Can you give the Committee any account of the cotton piece-goods imported?—In the year 1828, it is given to the amount of 66,487 dollars.

641. You stated that the Hong merchants take a certain proportion of the Company's woollens in proportion to the quantity of tea furnished: is the contract for taking the woollens made at the same time with the contract for furnishing the tea?—The price of the woollens is settled at the period at which the woollens are delivered to the merchants; the contract for the teas is made the year previously, and the prices adjusted when the teas are delivered.

642. The contract for the price of teas is not made at the same time with the contract for the price of woollens?—The price of teas and the prices of woollens have no reference to each other; they are established separately.

643. Does raw or manufactured produce find the best market at Canton?—Raw produce, generally speaking.

644. Is that because the Chinese government wishes to protect its own manufactures?—I conceive the Chinese government have a disposition to protect their native industry and their own manufactures. I should be led to draw that conclusion from the very high duty which is placed upon the article of camlets, the sale price of which in China is generally about 40 dollars, and the duty upon it is 18 dollars, being nearly 50 per cent. upon the sale value. The camlet is the nearest approximation to their silk manufactures. We do not possess the same power over the Chinese as we do over our Indian empire. We have excluded the manufactures of India from England by high prohibitory duties, and given every encouragement to the introduction of our own manufactures into India. By a selfish (I use the word not invidiously) policy, we have beat down the native manufacturers of Dacca and other places, and have inundated their country with our own goods. We do not possess the same power over China; we may exclude their manufactures by high duties, but we cannot compel the Chinese to receive ours on our own

terms. I should think they have sagacity enough to protect themselves. 23 Feb. 1830.

*C. Marjoribanks,
Esq.*

645. Do the Chinese object to the English calicoes as not equally durable with their own?—Yes, they consider them more flimsy and less durable.

646. Are those camlets frequently smuggled into the country?—Very frequently, from the very high duty and consequent temptation.

647. Are you acquainted with the manufactured calicoes of India?—I have seen them.

648. Are they not superior in point of strength to those which are exported from this country?—I cannot speak to that point.

649. You have stated, that the assumed value of the tale by the East-India Company is 6s. 8d., can you state what is the assumed value of the tale by the Americans?—All the American purchases and sales are conducted in dollars and cents, without any reference to the tale.

650. Besides camlets, what other articles of British manufacture are subject to duty in China?—All articles. I speak of camlets as being subject to an extraordinary high duty; and I account for that by its being a nearer approximation to their silk manufactures than any other article of British manufacture which is imported into China.

651. Is the duty upon calico what you would call a high duty, with reference to the duty upon camlets, for instance?—No; the duty on camlets is higher in point of relative value.

652. How is New South Wales supplied with tea?—By licenses, which are granted by the Select Committee in China to private ships which carry tea to New South Wales.

653. Is it a direct trade. Have you a list of Chinese duties?—It is generally a direct trade, though sometimes the ships stop at Batavia. I have here a list of Chinese duties said to be charged by the Hong merchants on goods imported into Canton. I believe this list of duties to be compiled from as accurate sources as possible. I have heard private British merchants resident in Canton declare the very great difficulty they had in ascertaining the accuracy of the Chinese duties. I beg to state that that list of duties was acquired entirely for my own private information, with no view to laying it before a Committee of the House of Commons.

(The witness delivered in the same, which was read as follows :)

EVIDENCE ON EAST-INDIA AFFAIRS:

23 Feb. 1830. Estimated LIST of DUTIES charged by the Hong Merchants on Goods imported into Canton.

C. Marjoribanks,
Esq.

	f. m.	f. m. c. c.		£. s. d.	lb Avoird.
Cotton.....	1 3 at	1 5 0 0	pecul....	0 8 8	at 10s. 6d 133½
Sandal wood.....		2 1 0 0	—	0 14 0	ditto
Black wood or ebony.....		0 4 9 0	—	0 3 3-20	ditto
Japan wood.....		0 6 3 0	—	0 4 2-40	ditto
Camphor, 1st sort.....	109	2 3 2	—	36 8 2-56	ditto
2d.....		1 9 7 0	—	0 13 1-60	ditto
Olibanum.....		1 2 0 0	—	0 8 0	ditto
Putchuck.....		2 1 0 0	—	0 14 0	ditto
Myrrh.....		2 2 3 4	—	0 14 10-72	ditto
Cutch.....		0 8 4 5	—	0 5 7-60	ditto
Tortoiseshell.....		7 0 0 0	—	2 6 8	ditto
Elephants' Teeth.....		5 8 6 1	—	1 19 0-88	ditto
Rhinoceros' horns.....	24	0 2 1	—	8 0 1-68	ditto
Buffalo do.....	12	0 8 7	—	4 6 0-96	ditto
Mother-of-pearl shells.....		0 4 3 6	—	0 2 10-88	ditto
Birds' nests, 1st sort.....	24	1 3 2	—	8 0 10-56	ditto
2d.....		4 5 0 0	—	1 10 0	ditto
Bicho do Mar.....		0 7 1 8	—	0 4 9-44	ditto
Shark fins.....		1 0 9 1	—	0 7 3-28	ditto
Fish maws.....		1 3 2 0	—	0 8 9-60	ditto
Rattans.....		0 4 3 6	—	0 2 10-88	ditto
Pepper.....		0 9 8 3	—	0 6 6-64	ditto
Betel-nut.....		0 3 9 6	—	0 2 7-68	ditto
Cloves.....		5 8 1 0	—	1 18 8-80	ditto
Nutmegs.....		4 4 0 9	—	1 9 4-72	ditto
Tin.....		1 6 8 9	—	0 17 3-12	ditto
Iron.....		0 2 8 0	—	0 1 10-40	ditto
Copper.....		1 2 9 0	—	0 8 7-20	ditto
Lead.....		0 6 8 6	—	0 4 6-88	ditto
Steel.....		0 7 0 2	—	0 4 8-16	ditto
Quicksilver.....		1 4 4 4	—	0 9 7-52	ditto
Amber, large.....		13 4 1 3	—	4 9 5-04	ditto
small.....		6 7 8 3	—	2 5 2-64	ditto
Coral beads.....	132	7 5 3	—	44 5 0-24	ditto
Branch, 1st sort.....	132	5 1 3	—	44 3 5-04	ditto
2d.....	79	7 1 3	—	26 11 5-04	ditto
3d.....	13	4 1 3	—	4 9 5-05	ditto
4th, or fragments.....		6 7 8 3	—	2 5 2-64	ditto
Cotton handkerchiefs, large.....		0 0 3 0	each.....	0 0 2-40	each
small.....		0 0 1 5	ditto.....	0 0 1-20	ditto
Longcloths, 1st sort.....		0 6 7 0	piece.....	0 4 5-60	piece
2d.....		0 2 9 0	ditto.....	0 1 11-20	ditto
Broadcloth.....	40	6 7 8	pecul 10 covids.....	0 4 6-24	pecul 10 ft. 5 in.
Kerseymere.....		0 4 0 6	ditto.....	0 2 8-48	ditto
Camlet, English.....		0 8 4 0	ditto.....	0 5 7-20	ditto
Dutch.....		1 4 7 6	ditto.....	0 9 10-08	ditto
Long ells.....		0 2 7 0	ditto.....	0 1 9-60	ditto
Scarlet cuttings.....		6 0 7 0	pecul.....	2 0 5-60	pecul 133½ lb
Bees' wax.....		1 7 9 0	ditto.....	0 11 1-20	ditto
Land otter skins.....		1 8 1 2	pecul 100.....	0 12 0-96	pecul hundred
Sea otter skins.....		1 3 1 5	ditto.....	0 8 9-20	ditto
Rabbit skins.....		0 4 6 2	ditto.....	0 3 0-96	ditto
Beaver skins.....	6	1 2 0	ditto.....	2 0 9-60	ditto
Ginseng.....	43	9 0 0	pecul.....	16 6 0	pecul 133½ lb
Cudbear.....		0 2 8 0	ditto.....	0 1 10-40	ditto
Cochineal.....		1 9 2 9	ditto.....	0 12 10-32	ditto

N.B.—The China rates are reduced into sterling at 6s. 8d. per tale. The covid is equal to 12½ inches; and the pecul to 133½ pounds avoirdupois.

654. Could you, from an inspection of this document, state to the Committee the amount per cent. of the duties upon the value of any of these articles?—I can have it rated, but I could not immediately state it.

655. Are those fixed duties, or do they vary in different years?—We have been told sometimes that the duties are charged differently. Every foreign trader has been desirous of paying his own duties, but that has always been prohibited. It was among the requisitions made by Lord Macartney of the

Viceroy of Canton, but was then, and has been, subsequently, 23 Feb. 1830.
refused.

656. Has the duty upon camlets varied materially in your recollection?—I think that has remained steadily at the rate of about eighteen dollars per piece.

*C. Marjoribanks,
Esq.*

657. Notwithstanding this high duty, is there much demand for them in China?—There is a considerable demand. I believe it is an article in which smuggling has taken place to a great extent, from the temptation which a high duty always gives.

658. Can you give the Committee any idea of the quantity of camlets that has been imported by the East-India Company into China? It is stated in the Returns.

659. Are the Committee to understand, that the whole of the duties that are paid, are paid by the Hong merchants upon the vessels for which they go security?—The Hong merchants are responsible for all duties upon foreign trade. With regard to the persons who deal outside of the Hong, their duties can only be paid through the Hong merchants.

660. Have you any reason to suppose that, in any instance, the duties paid by one merchant are higher or lower than the duties paid by another? or is there any opening for any bargain with respect to the amount of duties?—Not to my knowledge; I should be sorry to say that it were otherwise, from the corrupt nature of the Chinese government.

661. To what, then, do you ascribe the anxiety you state to have been evinced by individual merchants to pay the amount of their own duties?—It was from a wish to ascertain precisely the amount, and how far they could rely upon that amount with a view to future importations.

662. Does not the secrecy which is observed with respect to the amount of duties make it always open to the government officers to demand more or less from one merchant than another?—I do not know that this has ever taken place. The struggle between the Chinese and foreigners has always been, that the Chinese have endeavoured to keep the control of the trade in their own hands; and but for the intervention of the Company, I conceive that the restriction would have been infinitely stricter than it is now.

663. It appears that the importation of camlets has decreased considerably in each year; can you state any reason for that?—A good many Dutch camlets have been imported by Dutch ships; and camlets have also been imported on private account.

664. Has not the smuggling trade in camlets increased?—The smuggling trade in every article has increased within my knowledge to a very great extent.

665. Has it increased chiefly in those articles on which the

23 Feb. 1830. duties are highest?—It has increased chiefly in opium, of which there is a prohibition.
C. Marjoribanks,
Esq.

666. Of the rated articles, must not the tendency of the smuggling trade be to increase most in those articles upon which the duty is highest?—Certainly.

667. Is not the duty upon camlets high?—Yes; I have stated it to be nearly fifty per cent. on the sale price.

668. Therefore may it not be presumed that the smuggling trade in camlets has increased?—I cannot speak from any certain knowledge of its increase.

669. How many Hong merchants are there?—Seven.

670. That is a lower number than formerly existed, is it not?—Within my recollection I think there have been seven, eight, nine, ten, and eleven.

671. What causes have led to the diminution of the number of Hong merchants?—Bankruptcies among them.

672. How do the seven existing Hong merchants stand now with respect to property?—Howqua, the senior merchant, is a man of very large property. The second in the Hong, Mowqua, has been a man of large property, but he is of more questionable property now; I consider him still to be a very sufficient merchant. Puankhequa and Chunqua are both men of opulence. I should say the same of Goqua. Kinqua and Fatqua, the two juniors, I believe to be poor men, and indifferent merchants.

673. Have you known any connexion existing between the ~~outside~~ merchants and the Hong merchants, by which the capital obtained of the outside merchants is brought to support the lower class of Hong merchants?—I believe that exists.

674. Is not Dr. Morrison the interpreter of the Company?—He is.

675. Is he not also the editor of the Canton Register?—No, I believe not.

676. Is he a proprietor?—Not to my knowledge.

677. Are you acquainted with the statements of commerce which are contained in the Canton Register?—I have seen them.

678. As far as they have come within your information, do they contain accounts upon which reliance can be placed?—Sometimes the information in them is correct, and sometimes incorrect. The Canton Register is like other newspapers in this respect.

679. Do the Hong merchants make any objection to entering into security for the American ships?—The Hong merchants have invariably declared their preference to being security for the Company's ships; they wish to refrain from being security for other ships. I have understood that the

Americans, upon occasions, could only get Hong merchants to become security for the ships by agreeing to carry on their commercial transactions with them.

23 Feb. 1830.
C. Marjoribanks,
Esq.

680. In point of fact, do not the Hong merchants become security for a very considerable number of American ships, exceeding thirty in a year?—Every ship that arrives at Canton some Hong merchant must be security for. The American ships of late years have been below thirty in number; only twenty in 1827-8, and below that number, I believe, in the subsequent year.

681. Is there any additional charge made by the Hong merchant upon the American ship, not made upon the British ship, which can measure the indisposition of the Hong merchant to become security for the one as compared with the other?—What I have stated, I think, in some measure answers the question, that I have known instances where the Hong merchants have declined being security for the American ships, unless the agents of those ships agree to trade with them. I conceive that afforded the Hong merchants an opportunity of imposing an indirect tax upon the American ships.

682. Where a Hong merchant becomes security for the Company's ship, does not the trade of that ship necessarily turn to the Hong merchant?—Not at all.

683. In the case in which the trade of a British ship does not go through the Hong merchant, is it not an arrangement, with the assent and permission of the Hong merchant, that the trade is carried on with an outside merchant?—If the goods are shipped from Canton, they can only be shipped from the warehouse of a Hong merchant, therefore it must be with his sanction. The junior merchants, the poorer merchants, have been those most disposed to permit such shipments; they have often formed connexions with the outside men, which have been very injurious to themselves, and injurious to the trade generally.

684. Are the instances numerous, in which you have, in your experience, known the Hong merchants to refuse becoming security for the American ships?—The Hong merchants did not refuse to become security; but they showed an indisposition to become security, which indisposition did not extend to the ships of the Company.

685. How did they evince that indisposition?—By in some instances requiring, I have been told, an indemnity bond of the captain or supercargo of the vessel; by the Hong merchant requiring, in some instances, that he should be dealt with in preference to any other merchant.

686. How could a Hong merchant become security for a ship without that ship dealing with him?—It is constantly the case with the Company's ships; they become security for the ship with no reference to their future commercial dealings at all

23 Feb. 1830. The merchants become security successively for the Company's ships as they arrive.

*C. Marjoribanks,
Esq.*

687. What is the inducement to the Hong merchant to become security for a ship, when he has none of the dealings with that ship put into his hands?—He has no particular inducement to become security for an individual Company's ship, except from the advantages which he derives from the trade generally.

688. Did you ever know a Company's ship to be secured by a Hong merchant who had not a share in the Company's business?—The Hong merchants have all shares in the Company's business.

689. Are not some of the junior Hong merchants in such a state of embarrassment as to induce the Select Committee not to trust them with the management of the shares assigned to them, but that those shares are managed by other more responsible Hong merchants on their behalf?—Not now. In former years, when the juniors have been in difficulties, such has been the case.

690. Do the Hong merchants ever become security for private ships which do not deal with them?—I cannot say that they have not done so.

691. Is there any indisposition on the part of the Hong merchants to give security for country ships?—I may say, to a certain extent, it has been; for they have required indemnity bonds, upon some occasions, to be given by persons connected with the country trade, to protect them against any exactions from the government, in event of deviations from the Chinese regulations on the part of the persons connected with that trade.

692. Did you ever know that course adopted with respect to American ships?—I have been told that it has been; I have been told that indemnity bonds have been required from American agents.

693. With respect to ships of other foreign countries, Dutch ships for instance, are you aware of any indisposition on the part of the Hong merchants to become security for them?—The Dutch trade has been very limited of late years; but I am not aware of any such indisposition.

694. Will you describe the process that takes place upon the arrival of a ship, for the purpose of finding a merchant to become security?—As far as the Company are concerned, it has been arranged that the Hong merchants shall successively become security for the ships as they arrive.

695. Within the last two or three years has not one of those Hong merchants become insolvent?—Yes.

696. Which of them is that?—Manhop.

697. Has he still a share of the Company's business?—No.

698. Would Manhop be asked or permitted to secure one of the Company's ships? — He is no longer a merchant; I believe he is at this moment at Elec, in the centre of the wilds of Chinese Tartary. 23 Feb. 1830.
C. Marjoribanks, Esq.

699. Is not his hong still at Canton, and in the list of the security merchants? — No; he is a bankrupt, and his hong is dissolved.

700. Did he not remain at Canton some time after he became a bankrupt and compromised with his European creditors? — I believe he was kept in very close confinement, by order of the Chinese government, for a number of weeks. He was very much addicted to opium smoking, and I believe that was his only consolation.

701. If one Hong merchant failed with money belonging to an European in his hands, are not the Co-Hong responsible for that debt by the law of China? — By the law of China to a limited amount only, to the amount of 100,000 taels: that is the Imperial law, but that has never been acted upon.

702. You stated that there have been other ports besides Canton where other Europeans have had access, as Amoy; can you state whether the same mode of carrying on business through Hong merchants exists at those establishments as at Canton? — I stated that the Spaniards still possessed the privilege, which I believe to be a merely nominal one, inasmuch as they have taken no advantage of it of late years; therefore no mercantile establishment exists with a view of carrying on trade, because there is no trade.

703. Do you know whether there was an establishment of Hong merchants for the purpose of carrying on trade there? — There is no foreign trade there now whatever, and therefore no merchants. I believe there was in former years.

704. Do you know what was the establishment when foreign trade was carried on? — Upon reference to the records of the Company, I have seen a description of persons spoken of during the early periods of our trade, designated government merchants; those persons have been persons who were put forward by the Chinese government to deal with foreigners, and responsible to the government, much in the same way that the Hong merchants are now. The early period of our trade with China shows the commerce very ill conducted, and displays the English character to very little advantage. The Portuguese and Spaniards, the Dutch and English, first appeared on the coasts of China as a race of men eagerly desirous of wealth, but careless of the means by which it was obtained. The Chinese were at all times their masters in the arts of fraud and deception; but it cannot excite surprise that a people wisely estimating the advantages of peace as the first of blessings which can be besetwed upon a nation, should have regarded the constant contentions of

23 Feb. 1830. these early adventurers with the contempt and indifference which they deserved.

*C. Marjoribanks,
Esq.*

705. You have given in a table showing that the barter trade in the year ending the 30th of June 1828, in the port of Canton, amounted to 20,364,000 dollars; can you state what proportion that bears of the whole foreign trade at Canton?—I could give a statement of the amount of American trade, if it were not already before the Committee; and a comparison of the two statements, with that of the Dutch included, would give the result. I should say the British trade at Canton is very considerably beyond all the others.

706. By this statement it appears that the trade on the part of the Company imports 4,518,000 dollars; and that on private account, including 11,248,000 dollars, the amount by the private individuals is 12,365,000 dollars. Will you state in what manner this account is made up, to enable them to show the amount of imports of opium, when it is a prohibited article?—I have already stated, that though the Committee in China are confined in their commercial dealings to the Hong merchants, yet, like every other description of persons in their situation, they receive information from every source which they consider good; and when they are desired by their employers to furnish them with accounts of the opium trade or others, they consider it their duty to make such inquiries as may elicit the best information upon those subjects. Not dealing in opium themselves, they cannot speak to the practical part, but they receive information from British agents and others who do deal in it. The friendly intercourse which has always existed between the respectable class of British merchants in China and the representatives of the Company, induces the British merchants to communicate readily information upon those subjects; at least I have always found it so.

707. It is stated here, that 3,080 chests of Malwa opium is valued at 1,185 dollars per chest; in what manner is that valuation obtained?—From the sale. Those prices are not put down by the Company's servants; they are obtained from the British merchants who deal in opium.

708. Are the Committee to understand, that although the trade of opium is prohibited under very severe penalties, yet that the quantity imported, and the prices at which it is sold, is as regularly known as any other article which is authorized and regularly imported?—It is made no secret of; it is generally known by the parties who deal in it, and they communicate it to others. The prices of opium are always given in the Canton Register, a public newspaper.

709. Is it not an instruction from the Court of Directors, that no Englishman in China shall in any way be concerned in the importation of opium?—No; there is no such order from the

Court of Directors: the Company prohibit any of their own servants from dealing in opium. 23 Feb. 1830

710. Are you aware whether any of the Company's marks are put on the chests of opium imported from Malwa and Bengal?—I cannot speak accurately as to the fact. The only time when I have seen opium was when it was taken out of the chest. I do not know that it is so, and I do not know that it is not.

C. Marjoribanks,
Esq.

711. Is opium landed in chests in China?—I have understood that on board the country ships they break up the chests and put the opium into bags, in which state it is delivered to the Chinese. The chest is a cumbrous article, and they wish to get rid of it. The chest does not find its way into the Chinese boat; it is, I believe, left in the ship.

712. Can you inform the Committee how the trade of opium is carried on? The question refers to the transfer of opium from the country ships to the opium boats?—When I first went to China, the opium trade was at Macao, from which it went to Whampoa, and is now confined to the islands at the mouth of the river. The opium smuggling boats go alongside the ships in the open face of day, and the opium is delivered to them upon their presenting what is called an opium order from the agent in Canton.

713. Is this trade carried on within the view of the officers of government and the men-of-war boats of the Chinese?—Frequently within the view of the men-of-war boats.

714. Are there boats stationed on the part of the Chinese authorities within reach and view of this trade?—Not regularly stationed: they frequently go and come there. They are constantly manœuvring about, and often report to the Canton authorities that they have swept the seas of all smuggling ships. The ships remain there just the same.

715. Have you ever known any case in which they have interposed to prevent the carrying on of this opium trade?—The Chinese have frequently interposed by the strongest proclamations. I have known some instances in which the opium boats have been seized, and the crew have had their heads cut off.

716. Has that happened when they have been detected up the river, or at the place among the islands where the trade is carried on?—They have been detected in different parts of the river. They are tried and convicted in a very summary manner. The custom-house officers, by whom the opium is seized, frequently on such occasions light a fire on the top of a hill in a conspicuous situation. The opium is declared to be burnt, but I believe none of it is put into the fire.

717. Then, in point of fact, the interposition, although it may be connected with the loss of life, does not lead to the cessation of the trade?—No, it does not. The Chinese government,

23 Feb. 1830. with respect to opium, consider it as a traffic that ought not to exist. An Imperial edict is supposed to be indisputable, and anything contained in it not to be contravened. They never acknowledge it as a trade.

*C. Marjoribanks,
Esq.*

718. Therefore the existence of established laws against foreign trade and against foreigners by no means admits of presumption that the practice is according to the law?—No. Practice and profession are much at variance in China.

719. Then, in point of fact, it may be said that the smuggling trade in opium is carried on with the connivance of the Chinese authorities?—With the connivance of the lower Government authorities; I am not prepared to say of the higher authorities.

720. Is that the case in the smuggling of other articles?—Yes, it is.

721. Have you known of seizures being made of opium in the interior of China?—I have heard of them. I believe the opium finds its way to all parts of the empire, and within the walls of the Imperial palace at Peking, though it is disclaimed and denounced as a poison.

722. Is it carried on without interruption?—No; it is liable to frequent interruptions. The persons who carry it from Canton are obliged to conceal it about their baggage, to evade the search of the Chinese officers.

723. How can a trade of such an extent be a secret trade?—It is an illicit trade.

724. You have stated that the smuggling trade in opium is confined to the islands at the mouth of the Canton river?—It is there that it is principally conducted; the foreign ships anchor there, and the opium boats go alongside of the ships there.

725. Is it carried on at any other parts of the coast?—I have known opium ships go along the coast with a view to disposing of opium, but I believe unsuccessfully.

726. Is the smuggling trade in other articles carried on in any other parts of the empire?—Not to my knowledge; it is all at Canton.

727. Was there not a ship called the *Merope* freighted with opium?—I remember a ship of the name of *Merope*, in China.

728. Did not that ship sail to the northward, and dispose of her cargo somewhere about the ports of Amoy and Ning-po?—I heard that she went along the coast, but the extent of her cargo I am not aware of.

729. Have you ever known the Hong merchants deal in opium?—Never, to my knowledge.

730. Do you understand the consumption of opium in China to be rapidly increasing?—Very rapidly. I think I stated that the year I left China the importation of opium was supposed to be between 13,000 and 14,000 chests, which was a very con-

siderable increase. I have a statement of the consumption and value of the Indian opium in China, from 1818-19 to 1827-8. 23 Feb. 1830.

C. Marjoribanks,
Esq.

[The witness delivered in the same.]

STATEMENT of CONSUMPTION and VALUE of INDIAN OPIUM in
CHINA, from 1818-19 to 1827-8.

	Patna and Benares.		Malwah.		Total.	
	Chests.	Value.	Chests.	Value.	Chests.	Value.
		Dollars.		Dollars.		Dollars.
1818-19..	3,050	3,050,000	1,530	1,109,250	4,580	4,159,250
1819-20..	2,470	3,667,950	1,630	1,915,250	4,600	5,583,200
1820-21..	3,050	5,795,000	1,720	2,605,800	4,770	8,400,800
1821-22..	2,910	6,038,250	1,718	2,276,350	4,628	8,314,600
1822-23..	1,822	2,828,930	4,000	5,160,000	5,822	7,988,930
1823-24..	2,910	4,656,000	4,172	3,859,100	7,082	8,515,100
1824-25..	2,655	3,119,625	6,000	4,500,000	8,655	7,619,625
1825-26..	3,442	3,141,755	6,179	4,466,450	9,621	7,608,205
1826-27..	3,661	3,668,565	6,308	5,941,520	9,969	9,610,085
1827-28..	5,114	5,105,073	4,361	5,251,760	9,475	10,356,833

Canton,
10th November, 1828.

731. Is that statement confined to opium which has passed the Company's sales in India, or does it include the opium which is smuggled from India to China?—I believe it includes the Malwa opium, which comes from the Portuguese port of Demaun.

732. Is there any Turkey opium imported into China?—There is.

733. To any considerable extent?—In some years, I believe, it has been to the extent of 500 or 600 peculs. The amount of a chest of opium is considered exactly one pecul.

734. Is the Turkey opium better or worse than the Indian opium?—Very inferior; it is used by the Chinese to mix with the other opium.

735. Does it go from the Mediterranean?—It is brought from the Levant; chiefly from Smyrna, I believe.

736. By what class of traders?—I have known it come from Singapore; and I have known it brought by American ships.

737. Have you known it brought by European ships?—I do not remember any being brought by European ships.

738. Are you aware whether the Company's ships are allowed to take out any Turkey opium from England?—They are not; they are prohibited by a regulation of the Company.

739. Are the Bengal ships allowed to take out any opium?—I do not know.

23 Feb. 1830. 740. Are you not aware that many officers in the India service have taken opium from Europe to China, and have been obliged to send it circuitously instead of taking it in the Company's ships?—I have been told that the Company's officers have speculated in opium on their own account, by having it sent on from India to China.

*C. Majoribanks,
Esq.*

741. Do you know upon what principle the Chinese government prohibit opium?—Upon a moral principle.

742. In the statement you have delivered in, there is an account of 2,920 tales value of woollen remaining of the season of 1826-7, whilst the imports from Europe in that year of woollens amount to 1,279,000 tales; can you state whether that is about the usual quantity of stock remaining in the Company's stores at Canton?—The Company have very rarely any goods remaining on hand. It has occurred once or twice, when the importation has been larger than the market would take off; but they generally get rid of all goods as they are imported.

743. Have they any portion of their cotton, or iron, or lead which they export remaining in store?—No. When I say no, I speak generally; goods occasionally remaining over to a trifling extent.

744. Generally speaking, then, the Company are able to dispose of their importations into China in the course of the season?—Certainly.

745. Are the Committee to understand that the amount on private account in this return of goods imported into China ~~includes~~ the country trade, the amount imported by officers of Company's ships, and all other British subjects?—I believe it does.

746. In the statement of the exports, it appears that the value of goods exported on account of the Company, with their charges, amounted to 8,765,000 dollars, consisting entirely of teas; will you inform the Committee whether the Company trade in any other article, as an export, except teas?—Not now; their investment is confined entirely to teas. They used to deal in raw-silk and nankeens, but they have not lately.

747. Are you aware why the trade in raw-silk and nankeens was discontinued?—The Company left those trades very much to their commanders and officers.

748. Were there any other articles, since you have been at Canton, besides silk and nankeens, in which the Company dealt?—None to my recollection, except tea.

749. Are you aware to what place the silk and nankeens are now principally exported from Canton?—I believe the manufactured silks exported from Canton go principally to America; and the raw-silk comes a great deal of it to this country, and very little of it to America.

750. Are you aware that of late years a large quantity of raw-silk has been sent to Sincapore?—I know consignments have been made of raw-silk to Sincapore; I cannot state to what extent.

23 Feb. 1830.

*C. Marjoribanks,
Esq.*

751. Is any tea consigned to Sincapore?—No tea can leave China except under license of the East-India Company, which I have stated is frequently given to country ships to export to ports in Asia, for consumption in those places.

752. Has any license been granted to Sincapore?—Sincapore must have been included among other places. The license is, of course, to a limited amount, according to what appears to be the consumption in those places.

753. Is there any means of ascertaining the extent to which such licenses have been granted by the factory at Canton to those several places?—A list of licenses which have been granted has been kept.

754. It appears that the imports on account of the Company were 4,500,000, and that the exports were 7,800,000 dollars; how is the difference in value made up?—The Committee in China draw upon the Bengal treasury for the amount of the balance of the trade.

755. How does the operation take place, and how is the exchange made?—The Company regulate that exchange generally according to the value of Sycee silver, which is Chinese bullion, and of dollars in the Chinese market, in order to ascertain at what rate they can secure the money being paid into their treasury for bills. The standard of Sycee silver and of dollars differs considerably. The value of Sycee silver is $\frac{98}{100}$ parts of pure silver; the standard value of dollars is computed at $89\frac{3}{4}$; and notwithstanding that difference, the premium which the Chinese Sycee silver bears over the dollar is not generally above three per cent.; so that, generally speaking, the Chinese give five per cent. premium for coined over uncoined bullion, the preference being given to coined bullion from a knowledge of the accuracy of its standard. With reference to the rate at which the Sycee silver is in the Chinese market compared with dollars, the Company regulate their exchange upon Bengal. The treasury at Canton is generally opened under very favourable circumstances, inasmuch as of late years the Company have granted bills at 202, 203, and 204 sicca rupees for 100 dollars; those bills are drawn upon the Bengal government, in most seasons, to the amount of about 3,000,000 of dollars.

756. What is it that makes the remittance so favourable to Bengal on the part of the Company?—The Canton treasury forms, to a certain extent, a remittance for the proceeds of the sales of Indian productions of opium and of cotton.

757. Are the Committee to understand that a larger portion

23 Feb. 1830. of the investment of teas for England is provided by bills drawn by the factory at Canton on the Bengal presidency?—A portion of it is. I may say that the Company's home investment is entirely provided by the sale in China of English manufactures and productions of our Indian possessions. It is the proceeds of those possessions seeking a return to India that enables us to get money upon favourable terms.

*C. Marjoribanks,
Esq.*

758. But those proceeds are supplied by private trade, not by any trade which the Company has between India and China?—They result from private trade between India and China, as well as imports from India on the Company's account.

759. Will you state if you can at what intrinsic value the Spanish dollar received in Canton for bills on Bengal may be valued in English money?—It varies; dollars are more or less valuable in the market, according to the quantity of them; I have known the exchange above 6s. and below 4s.

760. In the statement that you have delivered in, it is stated that the Factory received for bills on the Honourable Court of Directors 78,200 dollars; do you know what was the exchange in that year?—I do not remember at what rate that specific sum was drawn; I should think it must have been 4s. 3d. in that year; but of late years the treasury at Canton has not been open for bills on the Court of Directors.

761. There is an item described as certificates 447,143 dollars received into the treasury at Canton; will you state what certificates are?—Bills which are granted by the Committee in Canton to commanders and officers in their service, to afford them the means of remittance for the profits upon their investments; they differ so far from bills, that the rate at which they are drawn remains to be adjusted by the Court in England.

762. There appears in the exports from Canton Sycee silver and Peruvian silver 6,094,000 taels; is that exported by private merchants or by the Company?—The Company have occasionally sent dollars to Bengal; they do not export Sycee silver.

763. Under what privilege is that silver exported?—The Chinese laws prohibit the exportation of any metals. Dollars are allowed to be exported from China, but not bullion; but it has always been exported to a large amount.

764. Is any certificate obtained from the custom-house to permit the exportation of bullion from Canton?—Of dollars, not of Sycee silver.

765. Then all Sycee silver exported must be contraband?—Its exportation is prohibited by law.

766. Has the Company ever exported any dollars or Sycee silver since you were at Canton?—Dollars they have.

767. To what places have they exported them?—To Bengal,

768. Are you able to state what quantity they have exported?—I remember one season to the amount of half a million sterling.

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Esq.

769. Was that export of silver a surplus of money after providing for their investment, or was it silver obtained for bills granted in Bengal?—It arose in that season from the imports having sold at a much better profit than was expected, and the treasury containing more money than was required for the provision of the home investment, it being contemplated by the Select Committee that the supply would be very seasonable to the Bengal government at the time the dollars were sent.

770. In what year was that?—It must have been in 1817, I think.

771. You stated on a former day, that the competition on the part of the English merchants, if the trade was opened, would raise the price of teas. Is not tea almost the only article which has been kept at a fixed or nearly fixed rate in China since you have been at Canton?—I have mentioned variations which have taken place in the price of tea during my recollection.

772. Are you aware that cassia, silk, camphor, and generally the exports of China have been reduced in price, whilst tea has remained nearly stationary?—No; I do not know the fact that all exports of China have been reduced in price.

773. Did not the competition of the Americans raise the price of some peculiar sorts of tea?—With respect to the green teas, it has always had that tendency.

774. Are they much higher now than they were?—They are higher than they were, and we find greater difficulty in obtaining them.

775. Do you know the proportion in which they have risen?—I cannot state that from recollection.

776. Is it not in the power of the Americans, or any other country, if they give a higher price than the Company, to obtain tea?—I should think it was.

777. Can you state whether green tea is used by the natives in China, or whether it is not principally an article of export?—I have been told that it was principally for the foreign market, but I believe it is also used in the country.

778. Have you any reason to doubt the capability of its increase to any amount to which the demand might arise?—I have already stated, that of late years there has been more demand for it than the supply would meet, from which I should be led to doubt the capability of its increase.

779. Has not that arisen from the great demand which America has had for green tea, they being the principal customers?—That has entered into the causes of it.

780. Are you aware what increase has taken place in the

23 Feb. 1830. exports of green tea, including the supply to America as well as to the Company during the seventeen years you have been at Canton?—I cannot state it from recollection.

*C. Marjoribanks,
Esq.*

781. Are you not aware that it has been considerably increased?—I believe the export of all teas has considerably increased, and the export of green has increased in common with the others: the Company's exports of teas from China have within my recollection increased considerably.

782. Are you able to state whether the Americans purchase the greater part of their teas from the outside merchants or from the Hong merchants?—I believe the best part of the American business, that is, the most respectable part, is conducted with the Hong merchants.

783. Is it not notorious that the outside merchants supply a very large proportion of the American trade?—I do not know what proportion. I have stated that the outside dealers frequently make shipments through the hong of the junior merchants to very considerable extent; I have no means of ascertaining what that extent is.

784. You were understood to state that by the firmness and conduct of the Select Committee, they have been able to resist impositions on the part of the Hong merchants?—Innovations on our privileges by the government, and attempts to raise the prices of teas by the merchants. We cannot afford any innovation on our privileges, for they are limited enough; but those attempts that have been made to raise the prices of teas by combinations among the merchants, have been put down by the Company.

785. If the Company had no longer a factory there, but the British interests were represented by a consul, what, in your opinion, would be the effect of an union of all the European consuls at Canton, in case of any attempt at imposition on the part of the Hong merchants?—I conceive that the interests of different European merchants resident in China would be so likely to be at variance, that it would be very difficult to reckon upon the possibility of such an union. But supposing such an improbable result to take place, I conceive the Company's authority would derive very little acquisition of power or influence from such an association.

786. You have stated that the influence of the Company depends upon their being the largest dealers at Canton?—I have stated that as one cause of the power and influence of the East-India Company.

787. Are you not aware that the influence of any nation, or of any individual in a series of years in a commercial port, must depend upon the extent to which they carry on their trade; and if, under the protection of a British consul, the British trade was increased by being thrown open, is it not probable that the

influence of that consul and of that nation would continue as great as that of the Company?—No; I do not believe that the Chinese government would consent to receive a King's consul: I mean, to acknowledge him as the representative of the sovereign of this country, or to receive him in the character which we attach to him. Even on occasion of an embassy, the name given by the Chinese to an ambassador is that of a tribute-bearer, a man who brings presents from an inferior Prince to lay them at the feet of their Celestial Emperor. I believe if the Company's chief were vested with the power of a consul to-morrow, that his condition in the estimation of the Chinese would not be altered. In cases where our men-of-war have been in China, or any King's officers, the Chinese have shown every indisposition to acknowledge them. I do not believe that the Chinese would be brought to acknowledge a King's representative under the impression which we have of such a representative.

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788. Was not Lord Amherst the representative of the King, and not of the Company?—He was the King's ambassador.

789. Was not he received as such?—I repeat, that the Chinese have no name for an ambassador; they consider him as a mere bearer of presents—tribute as they call it. A person personating his sovereign, in the capacity of a negociator, is one that their laws do not consent to recognize. In an interview of an ambassador with Chinese authorities, they ask him how old his king is, and how old he himself is, or how many children he has. If important business is alluded to, they start as if a hidden snare was laid open, and are silent. They are ever ready to bring in aid of their views the most unfounded falsehoods; and with these the more venial equivocations of European policy are but little able to contend.

790. Was not Lord Macartney received, and had he not an audience of the Emperor, as the representative of the King of England?—He was received, but not in the character which we attach to a King's representative.

791. Does not that arise from their not conceiving that any foreign power is on an equality with the Emperor?—In some measure, from presumption of that kind. They consider China the centre of civilization, and their Emperor the sovereign of the universe.

792. Are you able to state whether they consider their government more on an equality with the King's representative than the Company's representative?—They know the King's representative to be a man of high rank. I stated, with reference to a King's consul at Canton, that I do not believe the Chinese would recognize such a person, attaching to him the same character that we do.

793. Do you conceive they ever would have received a deputation from the Company as they received a deputation from the King of England at Pekin?—No, I do not, although we have

23 Feb. 1830. little to boast of the reception given to either of our embassies. In reply to this question I may state, that the members of the Select Committee were requested to proceed to Pekin, I think in the year 1789, to be present at the celebration of the Emperor's birth-day. They declined proceeding there, it being understood that they would be required to submit to very humiliating compliances. Had they gone, I believe they would have been treated very much as other deputed persons have been.

*C. Marjoribanks,
Esq.*

794. Then why should not the representative of the King of England, as a consul at Canton, if he has a superintendence and control of the same extent of trade, be equally respected with any representative of the Company?—I think the conduct of the trade gives the Company's representative an advantage, as well as that the Chinese have been accustomed to no other. There is at this moment a King's consul in China, having a diploma from the King of Hanover. I believe his existence, as a public functionary, is as little known among the Chinese as in this country. When a British admiral was in China the Chinese would not receive him. The Committee said, here is the King's authority, appeal to him; they said, we know no such authority; we recognize none other but that of the Company to which we have been accustomed, and all transactions with them must be through their representative.

795. The Committee understood from you that the Chinese government are very unwilling to trade with any country; that they are, in a great measure, independent of foreign trade?—I stated that I believed that China, more perhaps than any country in the world, was independent of foreign commerce, inasmuch as it possessed nearly every variety of climate, and had the necessaries and luxuries of life supplied by successful agriculture and extensive inland commerce. I did not say, that the Chinese were averse to trade; I believe any aversion to foreigners to have its basis in political jealousy.

796. Will you have the goodness to state in what manner the Company were able, in 1814, when they stopped the trade with China, to succeed in carrying their point, and in resisting the demands made upon them at that time?—By perseverance, I believe.

797. That is to say, by stopping the trade?—By stopping the trade, in the first instance, and by firmness and decision until their objects were obtained.

798. Did they not stop the whole British trade?—Yes, they did.

799. Were they able to stop the trade of any other Europeans?—Any other Europeans were not involved in the question, and the Company never thought of attempting it.

800. What, in your estimation, was the inducement to that concession on the part of the Chinese?—I should say, a know-

ledge as well of the power and influence of the East-India Company, as well as a great reluctance on the part of the Chinese generally, that they should be deprived of the advantages of their trade. I am not aware that I stated that the Chinese were independent of foreign trade; I stated that they attached a very considerable value to it.

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801. Are you able, from any documents you have ever seen, to ascertain the amount of the duties which the foreign trade of Canton produces to the government?—I have already stated that I had heard it estimated that the Imperial duties sent to Pekin were 2,000,000 of dollars. I have also heard it called 2,000,000 of taels.

802. Who were the parties at variance in that dispute between the Hong merchants and the officers of the Company?—The dissension was between the Chinese government and the representatives of the Company.

803. Was not the local government at Canton backed by the Imperial government at Pekin?—It was.

804. Then are the Committee to understand, that the stand made on the part of the Company, by the stoppage of the trade, was sufficient to induce the Imperial government to give up the resistance they had made to the demands of the Company?—The resistance made by the Company at that time produced the result which I have stated; but no demands were made by the Company from the Imperial government of Pekin.

805. Do not you imagine that the stoppage of the trade caused great inconvenience to the merchants, and that it was their influence which induced the government to yield?—I believe it produced great inconvenience to all classes connected with foreign trade; great personal inconvenience to the merchants themselves, and, of course, to all natives in any way connected with the trade.

806. You stated, that there had been an edict issued by the Imperial government, which the Company's officers resisted; was there any edict of revocation?—I cannot state whether there was an edict of revocation, or whether it became a dead letter.

807. How long did the suspension of the trade continue?—About two months.

808. Was there any other reason assigned for withdrawing the order of prohibition than the inconvenience arising from the stoppage of the trade?—I dare say there were many reasons assigned for it; I only know what reasons I assigned myself.

809. Are you aware whether the Viceroy of Canton has any interest or participation in the profits arising from the commerce at Canton?—I should think he had.

810. If the prices of woollens and of the different articles of

23 Feb. 1830. import into Canton were reduced, would not the trade of Canton be thereby considerably increased?—That is too general a question for me to answer.
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811. In those years when woollens have been cheaper than ordinary, have you sold more of them or not?—The Company's supply of woollens has been regulated with reference to the supposed demand, taking one year with another.

812. Have you known the price of woollens considerably lowered by the imports of Americans or other foreigners?—I have known the importation of Dutch camlets to interfere with the sale of British.

813. Have the prices in China been lowered in proportion to the lowering of the prices in this country?—The sale prices of the Company's woollens in China have very materially decreased within my recollection.

814. In fixing the price there, do you fix any per-centage of profit upon the English prices?—We are regulated by the demand of the Chinese market without much reference to the cost value.

815. Are you aware that the quantity of woollens imported by the Company decreased from the years 1809 and 1810, when they were 262,000 pieces, to 123,000 in 1827 and 1828?—I believe the statements laid by the Company before Parliament on this subject to be correct.

816. Have you any means of knowing whether the imports by the Americans and other nations in the same time have increased much more than this decrease?—I am not prepared to draw a comparison.

817. Is it within your knowledge that the Company have admitted individual merchants in London to fill up any vacant tonnage in their ships upon their application for the export of woollens to China?—I have been told that they have done so.

818. Can you state at what rate per ton?—I cannot.

819. Were the goods so exported confined to the Company's Factory at China, or were they at the full disposal of the merchants that sent them there?—My recollection is, that they were not confined to the Factory.

820. Were they a free consignment to any house established at Canton?—I believe so.

821. What could they receive in return for those goods?—I do not know.

822. Are you certain that the Company have permitted persons to send out manufactures from England, leaving them the disposal of the consignment at China, and not confining them to the Company's Factory?—That is my impression; but I am not certain of the fact. I believe goods belonging to private

merchants have also been sent out in the privilege tonnage of officers. 23 Feb. 1830.

823. Are you aware whether the Company's servants have ever made any representation to the Hong merchants on the subject of the American dealings with them; that is, on the increase of dealings with the outside merchants?—There were some discussions which took place in the year before last, in which the Company were engaged, which had reference to the question.

*C. Marjoribanks,
Esq.*

824. What was the nature of that correspondence on the part of the Company with the Hong merchants?—The greater part of the proceedings on that occasion has been published; it was not a correspondence which was confined to the Hong merchants, but extended to the government. Though a member of the Select Committee, I was absent from China at the Indian presidencies when the discussion took place, and I differed in opinion with the Select Committee as to the expediency of several of the measures adopted.

825. Have you seen the documents?—I have.

826. Can you state the nature of it?—The discussions with which the Committee were connected originated in the bankruptcy of the Hong merchant Manhop. At the period of his bankruptcy, it appeared that his insolvency was very much owing to his connexion with the outside dealers; and the Hong merchants generally, as a body, were very anxious that the extent of that dealing should be limited, inasmuch as they had sustained very serious losses from being held responsible for the bankruptcy of junior merchants. The Americans being connected with some of the outside dealers in question, were desirous to support them, and anxious that the Hong merchants should nowise interfere with them. The American merchants had, by the temptation of higher prices, succeeded in some previous seasons in diverting from the Company's investment a portion of the teas which were contracted for by the Hong merchants; and it was with the view to prevent the recurrence of that, that the Committee gave every encouragement in their power to the Hong merchants, to prevent as much as possible the connexion of the outside dealers with the juniors of the Hong.

827. Are the Committee to understand that the Hong merchants of their own accord were willing to deal with the Americans, and had dealt with the Americans, but that the Company's servants interfered to prevent it?—No; I did not state that.

828. Did not the Company's servants interfere to prevent the Hong merchants dealing with the Americans?—No, not the Hong merchants.

829. You have stated that the Select Committee were vested

23 Feb. 1830. by law with power to exercise a control over all British subjects at Canton. Do you apprehend that there would be any danger to the British interests at Canton if English free traders were permitted to export teas from hence to the Continent of Europe, supposing that the ships' crews and supercargoes were, whilst in China, subject to the control of the Select Committee, in the same way as all British subjects resorting to Canton now are?—I have stated generally, that I conceive any great extension of the private trade in Canton would have a tendency to endanger its security, inasmuch as there would be a greater resort of British subjects there, and they would be more likely to come into collision with the Chinese.

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C. Majoribanks,
Esq.

830. Do you apprehend there would be any danger to the British interests at Canton if English subjects were permitted to trade between the United Kingdom and China in every thing but tea, supposing the tea monopoly to continue as it now is, in the hands of the East-India Company?—I think I have already answered this question. I conceive, also, there would be a considerable temptation to smuggle tea into this country.

831. Supposing that, in addition to the powers now vested in the Select Committee at Canton by law, they were accredited from the Crown and acted solely as a consulate, without having any concern in trade either for themselves or others, but exercising a full control over all British ships and subjects resorting to Canton, would there be any danger, under such circumstances, in throwing the trade entirely open?—I do not think they could possess, under such circumstances, the power they do at present, inasmuch as the control of the commerce adds materially to their influence.

832. Do you think that the Americans, upon the whole, purchase their tea less cheaply or more cheaply than the Company?—The Company, I think, purchase their tea on more advantageous terms. I conceive that impression to exist upon the minds of the Americans themselves, inasmuch as I have frequently seen the word "Company" printed, which is not the habit with the Company's investments, upon tea-chests consigned on board American vessels. I was informed that the name "Company" attached a quality to those teas among the Americans, which would not belong to them, if that mark was not upon the chest. This left an impression upon my mind, that even in America the belief was that the Company got better teas than any other purchasers.

833. Are you aware of a proclamation issued on July the 2d, 1828, permitting an intercourse between the Americans and the outside merchants in certain articles, although excluding them in others?—The outside merchants were, always permitted to deal in certain articles, china-ware and all retail goods. They used to trade at the same time in manufactured

silks; but that was by a connivance of the law. Within the last two years they have received permission to deal in manufactured silks as well as in other articles.

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834. Do you recollect the issuing of the proclamation referred to?—I have read the proclamation.

835. Was that subsequent to the discussion that took place between the supercargoes and the Hong merchants?—It was subsequent to the discussions to which I have alluded.

836. Was it about that period?—It was in consequence of the discussions that had taken place.

837. Can you state whether teas may not be frequently procured at Manilla and many of the Eastern islands as cheap as in China, and with the same facility?—I have never understood so to any amount.

838. It appears in the Report of the Committee which sat in the year 1813, that Mr. James Drummond, now Lord Strathallan, who was the chief of the Company's Factory, gave his opinion that they certainly could be procured as cheap, and frequently cheaper; do you concur in that opinion?—I believe it could not be procured at those places in any quantity and of good quality. As far as Manilla is concerned, the Spaniards have shown little disposition to encourage the resort of British subjects to that place.

839. If the English trade were to become a free trade, and no longer in the hands of the Company, would not that, in your opinion, break up the Hong and cause a different constitution of the Chinese trade?—I conceive it would lead to results upon which no person could speculate, from the very peculiar character of the Chinese. I should be sorry to say that the English power could not compel the Chinese to come to any terms they chose to dictate, but the result of that, I think, would be an interruption of the amicable relations that now subsist. Admitting that such an open trade could be quietly conducted, the Hong merchants might possess an almost unlimited power over it, were they to form a close combination against individual traders, and received, at the same time, the support of their government.

840. As those relations are merely relations of trade, are you not of opinion that the trade would find its own relations after a little time of confusion that might perhaps result from the change?—I conceive it is very difficult to apply general principles to the Chinese, or the conduct of their government.

841. Supposing the trade to continue a monopoly trade for the consumption of teas in England, and that English ships and English merchants were permitted to carry on an indirect China trade, that is to say, a trade between China and other parts of the world; would that, in your opinion, endanger in any way the authority of the Company's Factory in China?—I have

23 Feb. 1830. stated that I think every increase of the resort of British subjects to China would more or less affect the security of the trade.

*C. Marjoribanks,
Esq.*

842. Is not the resort of British subjects to China always necessarily confined to a very small spot?—It is.

843. Are you of opinion that, even if the commercial intercourse was increased, that could affect the peace of the country out of the reach of that small district to which it is confined?—I do not think the Chinese would increase the limits in proportion to the increased resort of British subjects.

844. As the amount of trade would probably not be augmented, but the only difference would be that British subjects would carry on a portion of that trade which is now carried on by the Americans and others, could that either require a larger extent of ground upon which to carry it on, or could it in any way involve the Company's Factory in any increased risk or danger?—It would be in proportion to the increased extent of such a trade; the probable involvement in difficulties with the Chinese would be regulated by that.

845. Suppose twenty British ships should be substituted to carry on the trade which twenty American ships now do with the continent of Europe, and that the Company should remain as they now are with the monopoly of the English market, would any danger arise from that substitution?—I believe that twenty American ships are not now employed in the trade.

846. Suppose that substitution to take place, whatever the number might be?—It depends very materially upon the number; I think the danger would be in proportion to the increase.

847. Supposing a like number of British ships to replace the Americans which have carried on the carrying trade of Europe, would there be any danger in that case?—I think there is a difference on this account, that the crews of English ships come more readily into collision with the Chinese than the crews of the American ships; there is a more prudent and wary character belonging to the American, when compared with the careless and reckless spirit of English sailors; in that case, I think danger might result if those men were in ships which were not under any well-regulated discipline and control. The superiority of the ships of the Company in point of discipline and arrangement is generally manifest; in proof of their superior efficiency I may mention, that since I have been acquainted with China, indeed for the last twenty-four years, there has not been one single instance of a homeward-bound China ship being either lost or captured. During this period between 400 and 500 of these fine merchantmen, the most perfect ever known in the commercial history of the world, must have navigated between China and Great Britain, a part of the distance of 14,000 or 15,000 miles being through seas of difficult and

dangerous navigation. This may, I think, be received as a proof of the efficiency of the China ships of the Company, as well as of the skill of the officers by whom they are commanded; many other advantages might be stated which they possess.

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848. Has any inconvenience resulted from the increased number of country ships trading to China?—There has been no proportionably increased resort of Europeans to what would take place in the event of an open trade, inasmuch as the crews of the country ships are composed of Lascars; but I have known some violent acts take place in China from persons connected with country ships. I may mention one which occurred three years ago amongst the ships at Lintin. The captains of some of those ships, which were American and country ships, saw a Chinese boat captured by one of the custom-house boats, which were there upon duty. They imagined that the Chinese boat contained one of their own people, and they immediately went to his rescue. Upon going alongside the Chinese war vessel they were warned off; and upon insisting upon going on board, stones were thrown at them by the crew of the Chinese vessel. The Lascars in the boat were ordered to fire upon the Chinese boat, and upon that occasion one Chinese was killed and ten wounded, one of whom afterwards died. The Chinese government considered that it was the act of pirates, and indeed it very much deserved that character. A stoppage of the trade might have taken place, but the Chinese were at that moment in no temper to enter into discussions. It was discovered afterwards that no person belonging to these ships had been seized by the Chinese war vessel. I conceive this was conduct which the Company's representatives in China, if appealed to by the Chinese, must have considered indefensible.

849. In what year was this?—In 1827.

850. Have you ever known any such act committed by British subjects in China?—This act was committed by British subjects. I have known affrays of sailors with the Chinese.

851. Can you recollect any instance of any boat's crew of an Indiaman trader acting in the way in which you have stated the crew of that vessel did?—No, I do not remember any instance that I can compare with it.

852. Are not there sometimes British sailors on board the country ships?—Very few.

853. Were you at Canton at the time when Sir Murray Maxwell forced his way up the river?—I was.

854. Did not he fire into the fort?—He did, and the walls of the fort were in part blown down.

855. What was the result of that?—Sir Murray Maxwell, upon arriving in the Canton river, was molested by the Chinese war vessels. He appealed to the Viceroy of Canton. No

23 Feb. 1830. attention was paid to his appeal, and he determined upon moving up the river. Upon his being fired at by the forts, he laid his ship to, and fired several broadsides into them, when he proceeded up the river and anchored in the harbour of Canton. A Chinese deputatīn came the next day from the Viceroy to congratulate the Committee upon the manner in which Captain Maxwell had conducted himself. We were hardly prepared for such a result, but upon asking an explanation, they stated that though he had been fired upon by the fort, he had not fired a single gun in return, and that in consequence he might be permitted to come up the river. In point of fact, it was more than the Viceroy's situation or perhaps life was worth, to admit the possibility of an English frigate forcing the port.

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856. Did not they allow a vessel commanded by Captain Hall to come up immediately afterwards?—Captain Hall was in company with Captain Maxwell, and came up either at the same time or soon afterwards:

857. Was not it the fact that the *Lyra*, in which Captain Hall was, was not stopped as the *Alceste* had been?—To the best of my recollection she was not molested, at least to no great extent.

858. Do not some of the Americans keep some fast-sailing vessels for the purpose of forcing a contraband trade on the coast of China?—Not that I was aware of. During the period of the American war the American vessels that came to China were very sharp built, partly acting as privateers, and partly to enable them to escape from our men-of-war. I should say that the Americans have lately altered the construction of their vessels, they now build squarer ships.

859. Are you aware of any fast vessels being kept there for the purpose of smuggling upon the coast?—I have never known that they were built for that purpose. I have known American schooners engaged in the trade, and these were fast vessels.

860. Are not the smugglers of China a very powerful body; do not they move in considerable fleets upon the shore?—Not in fleets; their boats are very well manned and armed.

861. Do not they set the government at defiance?—Entirely, I should say, where they have sea room.

862. Do you suppose that the government is capable of keeping them under?—They possess no marine force capable, in my opinion, of suppressing them.

863. Is the force of the smugglers upon the increase or upon the decrease?—The smuggling trade of China is materially upon the increase.

864. In what way do the Portuguese at Macao buy and sell with the Chinese?—The Portuguese trade at Macao is very limited. Following gradually the decline of the power and resources of the mother country, they have dwindled into insignificance.

nificance. The Portuguese have frequently applied for the privileges of trade at Canton, which have always been refused them. They are obliged to have their teas brought from Canton, but they are not allowed to reside there; they are confined to Macao, which at one time was a very important settlement, but now exhibits only the ruins of former prosperity.

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865. During the time when the commerce of Portugal to Macao was considerable, did the Chinese go down to Macao to buy their articles and sell others, or how was the trade carried on?—It was variously carried on. At one time by a coalition between Chinese and Portuguese merchants, which lasted but a very short period, as the Chinese were found to be very much their superiors in industry, as well as in the arts of deception. They were afterwards compelled to purchase from the Hong merchants, and in trifling articles from the outside merchants.

866. Has any trade arisen with the Brazils?—Not to any extent, that I am aware of.

867. Is there any considerable coasting trade carried on by the Chinese themselves?—There is, I believe, I do not know to what extent.

868. Do you know whether any vessels sail from their ports to the islands of the Eastern Archipelago?—Yes, they do; few proceed from Canton, from the circumstance, I conclude, that the produce of the islands of the Archipelago is brought there in foreign ships. The principal trade of these junks is from the province of Fokien, the province where the black tea is grown.

869. Of what size are the vessels?—I have heard the largest estimated at 600 tons. They are by no means sea-worthy.

870. Are you aware that they import tea into Singapore?—I have seen statements of it, but I have no personal acquaintance with it.

871. Have you ever heard of the American vessels smuggling it directly from the tea provinces?—Never.

872. Are you aware that the Chinese vessels now go to Bengal?—No, I am not aware of that.

873. Do those vessels that leave China for the purposes of foreign trade require any license; or is the trade contraband?—The principle of the Chinese government has always been to prevent the emigration of its subjects, and to discourage their engaging in foreign commerce. No insurmountable impediments are placed in the way of the Chinese foreign trade, though it has been disclaimed by the government, as being an improper trade for its subjects to engage in.

874. Are the Chinese permitted to leave China by law?—They are not by law.

875. Is not a considerable portion of the population of Sinca-

23 Feb. 1830. pore, Chinese?—It is; nearly all the islands of the Eastern Archipelago are inhabited by Chinese, who form the most industrious portion of the population.
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876. Have you ever been in the interior of the country?—I have not, to any great distance.

877. When the Chinese go to reside in foreign countries, are they allowed to export their wives?—No. The Chinese who go to foreign countries seem never to go there with a view to fixed residence. They are remarkable for their nationality, and as soon as they collect a competence they return. They are prohibited from emigrating from China, and that prohibition of course extends to their wives, which is an additional assignable reason for their not becoming fixed colonists.

878. Are not woollens worn by the natives at Canton during the winter months?—They are.

879. Are not the cold months at Canton February and March?—The cold season is from November to April.

880. Is not the climate at that period much colder at Canton than it is at Calcutta?—It is; the two climates are distinctly different, though nearly on the same parallel of latitude.

881. Is there much intercourse between the Chinese and Japan?—There is some intercourse between the Chinese and Japan, but to a limited extent; the Chinese are looked upon at Japan with the same distrust as other foreigners, perhaps more so, from the proximity of their empire to Japan.

882. What difficulties exist with respect to any trade with Cochin China and Siam?—The extreme jealousy of the governments, and the kings of these countries putting themselves forward as the first merchants in their dominions, requiring the right of pre-emption of all commodities, and attaching their own prices to them. We have endeavoured to propitiate their favour by unsuccessful missions, which have tended to injure our trade rather than promote its interests. That description of wretched truckling to the despots of these ultra-gangetic nations and persons, in the capacity of British representatives, walking about without shoes among white elephants and monkies, has only tended to degrade our national character without obtaining for us any commercial advantages.

883. Supposing the European trade were excluded from China, would it not resort to the islands in the Eastern Archipelago?—I think that great difficulties would arise in the way of its resort there, from the cumbrous and unwieldy nature of the Chinese vessels, and the insecurity which is supposed to attach to property embarked in them; from the difficulties which might be placed in the way by the Chinese government of the export of tea to any great quantity from China. They have prevented the export of tea in native vessels by sea to Canton.

884. Are the transactions of the smuggling trade carried on with as much fidelity and regularity on the part of the Chinese as the transactions of the regular trade?—With wonderful regularity, considering the nature of the trade; certainly not with the same regularity as those of the legal trade.

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885. Are you acquainted with the transactions in Sycee?—Yes, I am.

886. Are those carried on with regularity?—With extreme regularity.

887. Is not that a trade in which, if there was not regularity, there would be exposure to fraud?—It is from its nature very open to fraud; at the same time, the employment of the persons that deal in Sycee depends entirely upon their preserving their character.

888. And the result is, that those transactions are very regular?—Wonderfully so.

889. Supposing the same establishment that the Company now have at Canton were to be continued as deputies or representatives of the Crown, and to have the same control, or a greater control over every British subject resorting to China than they now have, could not, in that case, a free trade be carried on without any risk or danger?—Not with the same security that exists at present.

890. Supposing they had the same power, why should they not act on behalf of the King as they now act on behalf of the Company?—Their possessing the power of King's consul would give them a greater control over British subjects, but would effect little change in their character in the estimation of the Chinese.

891. Suppose they were vested with the power of imprisoning and sending away, and controlling in any way the crews of the vessels resorting to the port of Canton, can you see any difficulty there would be in carrying on a free trade?—I think the answers I have previously given go to show difficulties as likely to exist. The Select Committee possess the power of deportation, as it is called, already, by a clause in the charter of 1813.

892. Do you think that the great trade which the Company carry on there gives them an authority which would not be possessed by persons not carrying on trade?—Unquestionably it gives them both power and influence.

893. Would not a greater degree of trade carried on by Englishmen, under their authority, give them a greater influence?—I do not know that it would.

894. Is the danger you apprehend from the unlimited resort of British merchants?—It is, in some measure.

Jovis, 25^o die Februarii, 1830.

WILLIAM BROWN, Esq. called in, and examined.

25 Feb. 1830. 895. You are the head of an extensive commercial establishment at Liverpool trading with the United States of America, and carrying on business upon commission for other persons engaged upon that business?—I am.

896. Are you very extensively engaged in it?—Tolerably so.

897. As extensively as any other house in Liverpool?—I presume we are.

898. Have you been employed, either on your own account or on account of other persons, citizens of the United States, to ship goods, being British manufactures, to China from this country?—We have.

899. To what extent?—Probably that question will be most correctly answered by a memorandum from my books. This is an exact account of the amount which we have from time to time shipped, the total amount is £744,257. 8s. 6d.; in November 1821, £66,751. 19s. 4d.; in March 1822, £64,256. 18s. 3d.; in March 1823, £50,834. 12s. 8d.; in August 1824, £53,277. 2s. 5d.; in February 1825, £52,422. 10s. 7d.; in September 1825, £76,016. 14s. 2d.; in July 1825, £54,217. 2s. 1d.; in December, £47,505. 19s. 3d.; in September 1826, £48,471. 7s. 11d.; in June 1827, £59,808. 2s. 9d.; in October, £65,966. 19s. 4d.; in May 1829, £55,909. 4s. 3d.; in August, £48,818. 15s. 6d. The sums I have stated were the amount of invoices with charges after deducting drawbacks. Some of the ships took some specie, the amount of which cannot be ascertained with accuracy, but in the whole it cannot have exceeded £10,000; the rest was British dry goods, and some other small matters.

900. Were those goods shipped for Canton, or were they shipped for any other place?—They were shipped for Canton, but we generally cleared out for Batavia.

901. Had you any particular reason for preferring to clear out for Java instead of clearing out direct for Canton?—So long as my friends considered the business worth following, they were willing that it should be as little known as possible to others.

902. Was it from a dread of exciting competition that you conceive they wished to clear out for Batavia instead of Canton?—I presume it was.

903. What proportion do you conceive that the manufactured goods, which you shipped upon agency for China, bears to the whole export of manufactured goods in neutral bottoms from this

country to Canton?—To that on American account, I should suppose might be one-half or one-third; but I cannot speak with any degree of accuracy as to that point.

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904. But you know that other houses have shipped goods on American account from this country to Canton?—I know they have.

905. Have you any means of knowing whether those speculations have turned out profitable or otherwise to the parties?—Latterly they have been very unprofitable; the last three or four years.

906. Can you explain the circumstances that have led to their being so unprofitable?—I think there are various causes why they have been unprofitable. One probability is the circumstance of the East-India Company having supplied Canada direct with teas, which prevented teas being smuggled into the Canadas from the United States; another cause probably is, that the markets of Europe have been more shut against the Americans by prohibitory duties, and in consequence of more direct trade between those countries and Canton in their own bottoms.

907. You mean the return trade from China in tea?—Yes. Another cause, which I should think has probably still more bearing upon the American trade with India and China is, that the credit given for duties in the United States is long. The credit given on ships coming from China is six, twelve, and eighteen months, except on teas; there is upon them a credit of twelve months on the duties after they are taken out of bond; and those facilities, I conceive, have furnished capital, which has produced over-trading, and made the trade eventually not so profitable.

908. What was the largest import of tea from Canton to the United States prior to this over-trading?—I am not able to answer that question.

909. But you know, generally, that there was an excess of supply of tea, as compared with the demand in America?—Yes, I am quite aware of that.

910. Do you recollect in what year this excess of supply which has made the trade so unprofitable, first became manifest in America?—I think it began to be felt four years ago.

911. Do you mean to state to the Committee, that the losses sustained in this trade were upon the returns from China, rather than from the exports from this country?—I confine myself altogether to the returns from China.

912. You stated that the continental duties upon tea imported from the United States were raised: at what period was that alteration?—I cannot state exactly the period; I merely know the fact of there having been obstacles in the way of trade that

25 Feb. 1830. have caused some impediment to that free shipment they before enjoyed.

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913. Do you apprehend that before the East-India Company undertook to send teas direct from Canton to the British provinces in North America, that those provinces were principally supplied from the United States?—I have no doubt that they were supplied to a considerable extent from the United States; the precise extent I cannot state.

914. Do you believe that any supply now comes from the United States to the British provinces?—I think, if any thing, it is the reverse.

915. You think it is more probable that teas are introduced from Canada into the United States?—I think it is very probable they are, under existing circumstances.

916. What is the rate of duty upon tea in the United States?—It varies, depending upon the description of tea; but that I am not altogether able to answer. I am aware that it is a high duty, but I cannot state exactly what it is.

917. You stated that a credit is given for the duties for as long a period as eighteen months in some cases, and that this credit has been the means of given facility to over-trading, by creating a capital in the hands of parties who were embarked in those speculations?—That is my opinion.

918. Of course, the amount of the capital so created in their hands must depend upon the amount of duty?—Certainly.

919. From the statement you read, there appears to have been a considerable shipment of goods in the last year?—There has been.

920. Is the trade reviving on the part of the United States?—I cannot say that it is; but it has been so long bad, that the parties embarking in those speculations have a reasonable hope and expectation that it will revive for their imports to the United States by the time the vessels return.

921. What are the returns from China to the United States?—Principally teas and silks. I should say that the prices of teas are a little better in the United States, but nothing of any moment.

922. Of course you have opportunities of communicating with captains and owners of vessels which you freighted, and with supercargoes that have traded to China; did they ever state to you any difficulties that occurred with respect to the sale of their goods, or the purchase of the teas, or other commodities in China, by the interposition of the Chinese authorities in Canton?—I make it my business frequently to inquire of captains of those vessels the nature of the Chinese trade, and I never was aware that any difficulty whatever arose on the part of the constituted authorities there, but the reverse; I have

understood that they were very much disposed to cultivate the trade, and to afford every reasonable facility.

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923. Do you know whether the United States have any establishment at Canton to protect or to facilitate their trade?—At one time they had a consul there; but I am not certain whether they have at this moment or not.

924. Do you know whether the purchases made by the supercargoes of the ships in which you are interested were made through the Hong merchants, or partly from the Hong merchants and partly from other merchants, traders in tea?—The course of trade, I apprehend, on the arrival of a ship in China, is, in the first instance, to apply to the Hong, the supercargo, or resident, who makes the contract with the Hong, makes the best bargain he can with him, and generally gives him the preference in purchasing some of his cargo from him; but in every instance I have ever known of, he has been at liberty to purchase from the other Hongs, or from the outside trade; but generally giving the preference to the Hong to which his ship is consigned, if his teas are as cheap as others.

925. Do those supercargoes go generally to the outside dealers?—In the first instance they must apply to one of the Hong merchants to secure the vessel; and it is matter of arrangement or contract with him what quantity of teas they shall take from him. He generally shows them his samples, and it is arranged to the satisfaction of the parties; but I believe a large proportion is bought from the other Hong merchants, or from the outside merchants.

926. Then there is no obligation to trade with the Hong merchant beyond the agreement made in the contract for securing the vessel?—None.

927. Do you know whether the price of teas purchased by the supercargoes varied considerably at different periods?—I have always understood China to be a fluctuating market.

928. Did the supercargoes ever complain that they could not procure teas of the best qualities for the American trade?—Never.

929. Does that answer apply to every description of teas, the black as well as the green?—It does.

930. In point of fact, is not green tea the great consumption of the United States?—It is. I should probably say, that inasmuch as the East-India Company are the largest purchasers, particularly of black teas, I should think they might have some slight advantages in the purchase of that description of teas but inasmuch as the Americans are large purchasers of green teas, I should think the East-India Company will have no advantages there: but any advantage that may arise to one party or another I look upon as arising solely from their being either larger or more limited customers.

25 Feb. 1830. 931. What is the size of the American ships in which this trade has been carried on, so far as you have been concerned
W. Brown, Esq. in it?—In ships from three hundred to nearly five hundred tons.

932. Have the ships a supercargo to make their purchases and dispose of their freight, or is that duty sometimes left to the captain?—Sometimes, when he is a very clever man; but in the ships in which I have been particularly interested there is a resident agent upon the spot in China.

933. Do you know what the freight is from Liverpool to China; and back to the United States?—The freights have fallen very much of late. They were at one time as high £9 or £10 a ton for the measurement tonnage of forty cubit feet, but I apprehend they are not more than two-thirds of that now, probably not so much: but I beg to be understood as not stating exactly what they are now; I know they are very considerably less.

934. You have stated, that as far as you have had means of information from parties engaged in this trade, there appears a very favourable disposition on the part of the Chinese to cultivate a commercial intercourse with the United States; have you any particular reason for stating that such a disposition exists?—Some years ago there was a serious fire at Canton, when our friends had a good many goods burnt, and the Chinese government made good the loss to the citizens of the United States, I therefore infer that there was a good feeling towards cultivating commerce generally.

935. Can you state to what amount the loss sustained was made good by the government of China?—I cannot; I believe it was very considerable; it applied to all other nations as well as the United States; the loss was made good to all.

936. Has the trade ever been interrupted?—It was partially for a short time, an Italian sailor in an American ship having killed a woman; but I know very little of the transaction.

937. Do you know whether the Chinese government enforce the payment of debts to Europeans on the part of Chinese subjects?—So far as the Hong are concerned, I believe the Hong are responsible for each other; but I do not know how it is with the private trade, whether there is any obligation on the part of the government to pay debts contracted by the outside dealers or not.

938. Have you any reason to doubt that the merchants from the United States are treated at Canton with as much favour as any other nation?—I believe they are quite as much so.

939. Do you know upon what principle it is that the government indemnifies foreign traders from losses by such a casualty as fire?—I do not; I was rather surprised at the fact.

940. Can you state the amount of tea annually consumed in

the United States?—I cannot with any accuracy; but I believe it to be about six millions of pounds.

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941. Is there any export of tea now from the United States to any parts of Europe?—There is; but by no means so extensive as it was.

942. Can you state when the trade of carrying tea from Canton to Canada on the part of the Company commenced?—I do not know the period.

943. Are you aware that the duties paid upon tea imported into Canada are very much lower than the duties upon tea imported into the United States?—I am.

944. Do you know the proportion?—I do not know the proportion, but I am aware they are considerably lower.

945. Are you aware that there is a rule on the part of the Hong merchants, that if they deliver a chest of tea that shall, upon examination, be found to be damaged, they shall then return two for one?—I am aware of the fact.

946. That applies to all traders?—It does.

947. Do the outside merchants also return two for one in a similar case?—I cannot state that positively; I believe they do.

948. You have stated, that latterly the American return trade with Canton has not been profitable; do you conceive that, supposing that trade was confined within proper limits, there is a probability that it would still be a profitable trade to America?—I think there is every reason to suppose that it would.

949. Are you aware whether the Americans have sustained losses upon other branches of their trade, from the circumstance of that trade having been carried rather too far in the same period?—They have.

950. In the supply of cotton for instance?—They have on many occasions.

951. Do you ascribe the losses in other trades to the same cause, in part, to which you ascribe the losses in this trade of tea, namely, the long credit given upon the duties, and the facility thereby afforded to speculation?—Probably that would be so; there is a very great spirit of enterprize in the United States, and it is pushed frequently too far.

952. Have you heard that in the port of Canton there is considerable facility afforded to captains of ships in completing their cargoes?—Very great.

953. As great as in other ports with which you are acquainted?—I should think more than in most other ports.

954. You have stated that the loss which you say has followed this trade lately is confined to the home cargo; has the outward trade been a good trade?—I have understood that it has been a fair remunerating trade.

25 Feb. 1830. 955. Has it been so throughout the period that it has been carried on?—*So far as I know, it has.*
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956. Do not the American ships also go with teas directly to the Continent from Canton?—They do.

957. Can you state whether that has also been a losing trade?—I have had no particular knowledge of that trade, further than knowing that they do go from Canton to the Continent.

958. Must not any trade, in so bulky an article as tea, which is first carried to America, and from America to Europe, be charged with too much expense to make it a profitable trade in the long run?—It certainly must operate very much against it, where there is an opportunity of carrying tea on a direct voyage.

959. Have you any means of saying whether the direct trade of the Americans from Canton to Europe has been profitable or not?—I think not lately.

960. Is the business of the adventurers performed by supercargoes sent out with each ship, or is it performed by resident merchants there?—If the question refers to the direct trade from America to Canton, I think it is generally carried on by supercargoes; but if it refers to the trade that has been carried on from England to Canton, so far as I have been interested, there has been a resident upon the spot to whom the vessels have been consigned.

961. When a supercargo is sent, or a resident is employed, what is the charge of agency for that trade?—I have understood, and I believe it to be pretty nearly what is allowed to supercargoes, three per cent. or two and a half per cent. It is matter of contract altogether; but I should say it would average about three per cent.

962. Is the charge about the same, whether it is done by a supercargo sent out with each ship or by resident merchants on the spot?—I do not know what the charge of a resident merchant generally is; except that I know, with respect to the gentleman that represents my friends there, there is a guarantee that he shall have a certain sum, that their commission shall produce to him within the year a certain amount: it is a matter of bargain. They sometimes take out two supercargoes, a principal and an assistant supercargo.

963. Is it not the fact, that the Boston ships have generally no supercargoes, but go to resident merchants, but that the New York, Baltimore, and Philadelphia ships are generally sent with floating supercargoes?—My connections lying principally in New York, Baltimore, and Philadelphia, I speak more of them than I do of Boston.

964. Can you say whether the adventurers from those three places, New York, Baltimore, and Philadelphia generally go to resident merchants, or have they supercargoes with each

ship?—During my residence in Baltimore they had almost always supercargoes, latterly they have gone more to resident merchants.

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965. Do you consider that a resident merchant or a resident factor on the spot, must have greater advantages in dealing in a country over a person who comes there as a stranger to carry on a single isolated transaction?—I am quite aware that the Chinese are a very suspicious, cautious people, and that to do business to advantage with them it is necessary for them to have some previous transactions with you, that they may have confidence in you; if you once establish confidence, the business is probably conducted on better terms than it would be with a passing stranger.

966. Has not a resident on the spot, beyond the advantage which he has of being acquainted with persons and with the country, the additional advantage of being able to select his own time for purchase and sale, whereas a man who goes out with a ship is obliged to perform his business at once, without waiting, and then to come back?—No doubt he has.

967. Is not it the case in that trade, as in trades generally, that when supercargoes are sent out, they make the best bargain they can with some merchant at the port, giving him as little commission as they can agree for, and pocketing the remainder?—No, I think not in China. I think that they make a contract with the Hong merchants, to whom they consign themselves, in the best terms they can; but I apprehend there is no division of the supercargo's commission with the Hong: it is well understood what he will have to pay to the Hong before he leaves the United States, and that is apart from his own commission altogether.

968. You have stated what is the custom of the Chinese in case any damaged tea is found in the cargo they ship; do you think the American trade is more subject to tricks and deceptions of that description than the English trade?—I am not able to answer that.

969. Can you state whether there is generally any material difference between the quality of the tea imported into America and the tea imported by the East-India Company into this country?—I can only speak from general rumour. The feeling on the part of the Americans is, that the tea imported into the United States is better than that we drink in England; but they do not drink so much black tea in America as they do in England.

970. Has that opinion been stated as a positive opinion?—I have frequently heard the Americans say that they thought their tea better than ours.

971. Have you been in America yourself?—Yes, I resided there many years.

25 Feb. 1830. 972. What should you say from your own experience?—I am not a sufficient judge to answer from my own experience :
W. Brown, Esq. it was many years ago, and I have very little recollection of the kind of tea I used to drink at that time.

973. Do you know the rate of insurance from Canton to America?—It has varied : it has been as high as six ; I believe now about four and a half to five per cent.

974. Where are those insurances effected?—In the United States.

975. Did you mean to say that the green tea in America is better than the green tea in this country, and that the black tea in America is better than the black tea in this country?—It is a very difficult question to answer satisfactorily. I have merely heard persons who have been in the United States say generally, that the tea was better than our English tea. Particulars were not gone into ; it was not said whether it was black tea or green tea.

976. Do you consider the woollens that you send out from this country of an inferior quality to what the East-India Company ship?—I have no reason to believe that they are of an inferior quality ; but I am not a judge of the article myself.

977. Where are they manufactured?—The woollens are manufactured at Leeds, and the stuffs at Norwich.

978. When you buy them from the manufacturers there, do you make that bargain upon the understanding that they are of an inferior quality to what the Company ship, or do you consider yourself as paying a price for a fair quality?—The agent who has always made those purchases in this country is a partner in the house, and I have always understood from him that they were quite as good as the Company's, and bought upon equally favourable, or more favourable terms.

979. Are the goods ordered to be made by the agent, or are they bought by the agent ready made?—I believe both ways : they are sometimes bought ready made, and occasionally ordered to be made ; but the detail of the transactions by the agent I am not so conversant with.

980. Have you ever understood from the agent who bought those goods that he made a point of obtaining cheap and inferior goods, rather than goods of the best quality?—I have always understood that he obtained goods of the very best quality, and that he was extremely particular about them ; for the Chinese have a peculiar taste, and he endeavoured as far as possible to meet that taste.

981. You have stated that you have understood that the trade in dry goods to China, independent of the homeward cargo, has been profitable ; have you had occasion to see any accounts of sales from which you have formed that opinion?—Our friend here transacting that business had made such representations

to me, and I have every reason to give credit to them, that the outward cargoes were reasonably profitable. 25 Feb. 1830.

982. Then you have not seen any account sales?—I cannot say that I have; I have only seen them in his hands in passing. *W. Brown, Esq.*

983. Do you believe an American supercargo would decline introducing into consumption among the Chinese prohibited goods, or goods bearing high duties, whenever profitable to them?—I should think some of them would, others would not.

984. Do you think Englishmen and private traders would decline doing that under those circumstances?—I think some of them would, and others would not.

985. You have stated that there is a commission charged upon goods at Canton either by the supercargo or by merchants there; is it upon the invoice amount of the goods shipped, or upon the amount of the sale there?—When specie is shipped from the United States the commission is charged on the amount of the investment; when goods are shipped, and the cargo bought, there is a double commission upon the gross amount of sales and upon the gross amount of purchases.

986. Taking the gross amount of the accounts of sale of the goods sold there, and the amount of goods purchased for shipment?—Yes.

987. Have you known any transaction with a resident agent at Canton, where there has been no agreement to guarantee a certain commission?—No.

988. Then you do not know what they charge where there is no agreement?—No; I have never seen any account of sales or purchases, and I do not know what the charge is.

989. What rate of commission do you, or any other agent, receive on goods shipped for China on behalf of the Americans?—Upon the transactions that have come through my hands I have the usual commission for shipping the goods, which is half-a-crown per package, and a commission, as banker, of one per cent. for paying for those goods. The partner of the house bought the goods that were shipped through us, and of course I had nothing to do with that, but to receive and pay for them. An agent in Manchester would buy them for one per cent. I apprehend that two and a half per cent. would fully cover all commission charges.

990. You have given an account of goods shipped since 1821; was there any exportation of British manufactures from Liverpool previous to that year in American bottom?—I think not to any extent; it must have been very limited if there was.

991. Have you known any exportation of British manufactures in any other neutral bottom except American?—No, I have not.

992. Have you ever known any metals shipped from Liverpool for China?—Yes, there has been a little tin shipped, and

25 Feb. 1830. some other things, not the produce of England, quicksilver and ginseng.

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993. With reference to the transit trade from China by America to Europe, are you aware whether many of the ships which go to America merely land part of their cargo, and carry the rest on to Europe, without moving it?—I believe it sometimes happens, but I should think not generally.

994. What is the nature of the goods generally exported from America to Canton?—Scarcely any thing but specie from the United States; I have known a little cotton go when it was very cheap.

995. Have you ever known any earthenware sent from Liverpool to the East, to Singapore or China?—There has been a little sent out for the use of the Factory; but nothing that I know of in the way of merchandize.

996. Do you know whether the woollens imported to this country by Americans are ever smuggled into Canton?—I believe not, as far as I know.

997. Has any glass been exported?—A little in the same way for the use of the Factory, but not for trade.

998. Are you aware whether there has been any considerable change in the quality and sorts of articles sent out for the Chinese market from this country?—I think not much; they have been very stationary.

999. In your experience of the American trade, is it not frequently the practice for merchants to send out their ships to some ports in the East, with orders, in the event of their being disappointed in one adventure, ultimately to go to China?—I should think it did not often happen: it may have happened; I have no doubt it has happened.

1000. Do not you consider it a considerable advantage to free-traders to have that power of choice of markets in the event of their being disappointed in one?—Certainly.

1001. Do not you consider that the merchants of any nation having that free option, have a great advantage over others who are excluded from certain ports?—Certainly.

1002. Can you state whether, in the course of your communication with any Americans who have dealt at Canton, they have expressed any opinion that their trade there is subject either to any particular advantage or disadvantage, from the circumstance of there being a great English Factory there dealing with the Hong merchants?—I never understood from them that they had any advantage or disadvantage; I always understood that they were on a perfect footing of reciprocity with all other nations that traded there.

1003. But you did not consider those traders trading there as deriving any particular protection or advantage from the existence of the Company's Factory?—None whatever.

1004. Have the supercargoes of the American ships any communication with the Company's Factory?—With the Hong merchants they have: the Hong are security for their good conduct and for the proper management of their affairs. 25 Feb. 1830.
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1005. Do you know how the losses were made good to the Americans at the period of the fire at Canton?—I do not; I merely know the fact that they were made good.

1006. Then you are not aware that such losses were made good by a tax upon foreign trade?—I was not aware of that; it may have been so.

1007. Do you know whether there have been any experiments made lately in sending out new articles of manufacture which were supposed likely to suit the taste of the Chinese?—Yes; I have understood that there have been lately some attempts made to introduce cotton-yarns to that country with some prospect of success.

1008. Are they the only articles?—They are the only articles I have had my attention particularly called to.

1009. Can you state what was the result of this?—I do not know.

1010. You stated that the woollens sent out by individuals were as good or better than those sent out by the Company; have you the means of knowing the quality of the goods sent out by the Company?—The gentleman who bought them in this country, I believe, has had an opportunity of seeing those purchased, and in preparation for the Company, and he stated to me that he conceived them as good, or in some cases better; but I only know that from the information of the gentleman who bought them.

1011. Do linens ever form any part in the investment at Canton?—Yes; in the first instance there were some shipments of linens, but not latterly.

1012. Did you find that it did not answer?—I believe not so well.

1013. Were they coarse or fine linens?—That I cannot state.

1014. Do you conceive, in reference to your own personal situation, that the opening of the China trade with this country, by doing away the Company's monopoly, would be to your interest or otherwise?—I think it would be against my interest.

1015. How would it affect your interest?—My interest would be affected, inasmuch as those gentlemen I represent in this country might not find it worth their while to come in competition with the English free trade.

1016. Your apprehension would be, that the British free trade would throw the Americans out of the trade between China and this country?—I have no doubt it would in the first instance; for to every market we go we send such quantities of goods.

25 Feb. 1830. 1017. It is in that way your interest would suffer?—Yes.

1018. To what extent have you known damages or deficiencies in the cargoes from Canton to have been made good to American agents?—Not very extensively: probably half a dozen instances I have heard of; probably not so many.

1019. Do you know of any one instance?—Yes, Mr. Milne has told me he has had to send back, and got two for one.

1020. Do you recollect in what ship?—No.

1021. Do you know to what extent?—Not to a great extent; a chest or two; but I have heard of it in more cases than one.

Mr. RICHARD MILNE called in, and examined.

Mr. R. Milne. 1022. Did you reside in Philadelphia for any number of years, and have you carried on trade with China?—I have resided there a considerable period; my leading business vending English goods; but I have very often made adventures to India and China in vessels on freight.

1023. For how many years were you engaged in the trade with India and China?—I commenced in the year 1799, and continued, I think, till 1811, and occasionally since; the last time 1820.

1024. Have you consigned more than one ship direct to China in the course of those periods?—At the period alluded to, the vessels went chiefly on freight. I was a shipper, and have shipped in different vessels in the same year at moderate amounts, being my own underwriter, running the risk myself.

1025. What were the articles you shipped to China in particular?—Almost always Spanish dollars.

1026. From Philadelphia?—Yes.

1027. What were the returns?—Teas, nankeens, and silks, were the leading articles from China; occasionally other articles to fill up the tonnage.

1028. How long is it since you left the United States?—In the year 1828. I am a native of Manchester.

1029. Are you acquainted with the trade between the United States and China since you ceased to take a part in it yourself, namely, in 1820?—After I left off making adventures on my own account, I loaned money to others on what is termed respondentia, that gave me the means of general information.

1030. During the time you were engaged in this trade with China, or since that period, are you aware of any obstacles having been thrown in the way of trade by the Chinese authorities?—I never heard of any obstacles.

1031. When you carried on the trade to China, had you supercargoes in the ships, or a resident merchant to transact the business at Canton?—From Philadelphia, at the period alluded to, supercargoes almost always accompanied the ships.

1032. Had they a regular salary or a commission?—They had a commission. 25 Feb. 1830.

1033. What rate of commission?—Three per cent. upon the amount of purchases at Canton. *Mr. R. Milne.*

1034. Did that include the security to the Hong?—The security to the Hong, I believe, was estimated on the rate of freight which we paid: taking that consideration as one of the charges attaching to the ship, they asked a corresponding freight.

1035. You have stated, that when you carried on this trade the ships were always accompanied by a supercargo?—I think without exception.

1036. This supercargo generally was an entire stranger to Canton, and to all persons there probably?—Sometimes those supercargoes were men of business and very intelligent, at other times young persons brought forward through interest for the sake of the commissions. I have often shipped with these less experienced persons, the vessel being what was termed a good risk.

1037. When the persons were so inexperienced, did you ever get into any difficulty with the Chinese authorities or the Hong merchants at Canton?—I never heard of any.

1038. No difficulties occurred in consequence?—No difficulties whatever occurred to the vessels in which I was interested.

1039. When it was an inexperienced supercargo, the advantage of the merchant was not perhaps so much consulted as when it was a man of more experience and judgment?—We, of course, preferred gentlemen of experience; but if it was a very good vessel, and no other presented itself, we availed ourselves of it.

1040. Did those adventures in which you were engaged receive any assistance or meet with any obstacles from the establishment of the British East-India Company?—My opinion is, that they had little communication with each other. I have often heard them say so.

1041. You are not aware that they derived any advantage or benefit from the Company's servants?—I do not apprehend that they derived any advantage whatever from the Company's servants; but I have often heard them speak in terms of the highest respect of the Company's servants.

1042. You have no reason to believe they were ever thwarted or impeded in any of their engagements by the Company's servants?—I do not believe they were.

1043. As you have been a considerable importer of teas into the United States, will you state to the Committee what are the general description of teas used in the United States?—Till of late years green teas in the part of the country where I resided, were almost the only teas brought there. Of late, black tea has increased, being recommended by the faculty.

25 Feb. 1830. 1044. Can you state what the proportion of green and black is at present?—I think the quantity of black tea is small; it is increasing. *Mr. R. Milne.*

1045. What is the consumption of tea in the United States altogether?—I forget. There is an annual report from the Treasury; but there must be from the United States more than twenty ships annually, perhaps thirty: the number varies according to the demand and the state of the trade.

1046. Have there been great profits in that trade, or has it been liable to heavy losses?—At the period alluded to my business was vending English goods. Not having a great deal in the world, I was desirous of increasing it, and I shipped to China as an auxiliary. Not owning the vessel, of course I laboured under some disadvantages from 1800 to 1811. I never experienced any loss in those years. I think, speaking within bounds, that the profits might be from fifteen to twenty per cent. ~~per~~ annum; perhaps occasionally more, but I think I may safely say from fifteen to twenty.

1047. Was a part of the tea imported into the United States re-exported?—Yes.

1048. To what ports?—Hamburgh, Bremen, the Continent; some little to France, but principally to Hamburgh and Bremen.

1049. Did any part of it find its way into the British provinces in North America?—I have heard much of that. I believe the trade existed formerly, but not now; to what extent I cannot say.

1050. Can you state what was the proportion of teas exported to other countries, including what might find its way to Canada, to the whole quantity imported into the United States?—That would depend entirely on the home demand; the quantity exported comparatively small. When fresh teas arrived and the old ones lay on hand they were neglected, consequently persons were induced to export them to save the drawback or the duty paid on import.

1051. Are the Committee to understand from that answer that the new teas are greatly preferred to those that have been a certain time on hand?—Decidedly so: it is difficult to sell the old teas after the new ones come, save when the quality of the old ones has originally been very superior.

1052. What do you call old teas in the United States; tea which has been a twelvemonth?—Yes. The Government only allow drawbacks within one year from the date of import; the goods having been in the country more than one year from the date of import, forfeit the benefit of drawback.

1053. Are they then exported in preference to the new teas, both as inferior in quality and as coming nearer to the period at which the duty would be to be paid?—Having on hand and in the warehouse both old and new teas, I certainly should ex-

port the old ones, keeping the new ones a longer period, for the benefit of home sale. 25 Feb. 1830.

1054. Has the quantity imported of late years been so much greater than the consumption as to make this a bad trade?—It certainly has, I believe, been overdone.

Mr. R. Milne.

1055. Have there been great losses sustained in consequence by the parties who have been engaged in this trade?—I believe there have been very large losses.

1056. To what do you attribute this over-trading?—In part to the love of gain of persons who have got embarked in the thing, conceiving that if they got a larger quantity of goods probably they might recover themselves. The consumption of the country, I should think, has rather increased the facility given by Government in the duties, which is, one year from the arrival of the vessel the goods are entered, put in bond, and from the date they are taken out there is a credit given of one year, on the bond of two merchants.

1057. You state that the parties who have sustained losses might carry on this trade to excess, from the facility in the mode of giving credit on the duty due from those parties, they sustaining their affairs by carrying it on with a capital belonging, in fact, to the Government?—That has been the case; I believe the Government is sensible of its having suffered.

1058. Do you attribute the over-trading, in part, to the deranged situation of some of the traders having a facility of meeting their engagements by the twelve-months' credit they have obtained on the duties?—I think I may safely say that would be my conclusion.

1059. Can you state to the Committee what has been the average rate of duty on the different teas that have been imported into America, at present, upon the sale value?—It is very high.

1060. Is it equal to the same value, is it 100 per cent.?—I should think, perhaps, 75 to 100 per cent. upon the cost price in China. I have a number of prices current which show the precise duty on the tea.

1061. You consider the duty on all sorts, taking it as an average, to be about 75 to 100 per cent. on the cost prices in China?—I think it is that; in some instances it will be more than that. I can explain the duties paid on each kind of tea: bohea tea pays 12 cents per pound duty; congou, 25; souchong, 25; hyson-skin, 28; young hyson, 40; hyson, 40; gunpowder, 50; imperial, 50 cents per pound.

1062. Have you got the prices at which those several sorts of tea sell?—I have made out a memorandum of the prices which teas have sold for at New York from the year 1820 to 1829, less the duty.

[The same was delivered in, and read as follows:—]

EVIDENCE ON EAST-INDIA AFFAIRS:

PRICES of TEA at New York, in each year from 1820 to 1829, reduced to sterling, at the exchange of 8 per cent. premium.

	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.	1828.	1829.
Imperial per lb.	{ 3/1 1/2 a 3/4 }	2/7 a 3/4	2/11 a 3/4	3/1 1/2 a 3/4	3/1 1/2 a 3/6 1/2	3/4 a 4/2	2/11 a 3/6 1/2	2/8 1/2 a 3/11 1/2	2/6 a 3/6 1/2	2/5 1/2 a 3/9
Gunpowder	{ 3/4 3/6 1/2 }	2/3 1/2 3/7 1/2	3/1 1/2 3/9	3/1 1/2 3/9	3/1 1/2 3/6 1/2	3/4 1/2 4/2	2/11 3/6 1/2	2/8 1/2 3/11 1/2	2/6 3/6 1/2	2/5 1/2 3/9
Hyson	{ 2/1 2/9 }	2/0 1/2 2/8 1/2	23 1/2 d. 2/11	2/1 2/9	2/5 1/2 3/1	2/8 3/4	2/1 2/11	2/3 1/2 3/6 1/2	2/1 3/6 1/2	1/10 1/2 3/1 1/2
Young Hyson	{ 17 1/2 d. 2/3 1/2 }	19 d. 23 d.	20 d. 23 1/2 d.	2/3 1/2 2/9	2/3 3/	2/1 1/2 3/1 1/2	1/8 2/10	17 1/2 d. 3/6 1/2	15 d. 3/6 1/2	17 1/2 d. 3/0
Hyson-skin	{ 13 1/2 d. 16 d. }	12 1/2 d. 16 d.	12 d. 16 d.	16 d. 21 d.	23 1/2 d. 2/4 1/2	18 1/2 d. 2/7	11 d. 2/2	11 d. 2/2	8 d. 23 1/2 d.	8 1/2 d. 23 1/2 d.
Souchong	{ 13 1/2 d. 14 1/2 d. }	12 1/2 d. 13 1/2 d.	13 1/2 d. 15 1/2 d.	14 1/2 d. 17 1/2 d.	12 1/2 d. 2/1	12 1/2 d. 2/1	10 d. 2/1	13 d. 2/7 1/2	11 d. 2/7 1/2	12 1/2 d. 2/1
Congo	7 1/2 d.	7 1/2 d.	7 1/2 d.	7 1/2 d.	8 1/2 d.	{ 8 1/2 d. 12 1/2 d. }	none.			
Bohea	{ 11 d. 11 1/2 d. }	11 d. 11 1/2 d.	10 1/2 d. 11 d.	6 1/2 d. 8 d.	10 d. 10 1/2 d.	8 1/2 d. 9 d.	7 1/2 d. 8 1/2 d.	8 d. 9 d.	8 d. 9 d.	9 d. 10 d.

1063. When you say less the duty, you mean the duty off, or what is commonly called short price?—Yes. 25 Feb. 1830.

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1064. From what have you compiled that?—From the prices current published at New York. I believe also they were extreme prices. In going into the New York market I could buy teas cheaper than those for money. I have no hesitation in saying that I believe it is tolerably correct; but wherever there were fractions, I added them to the price, so as to enable me to speak with confidence when I came here.

1065. Do those prices-current from which you have compiled this table state the highest prices?—I believe they do fully so, with a view to supporting the market.

1066. Are those the cash prices, or is there a discount?—They are the prices at a credit of from four to six months.

1067. How much lower would they be for cash?—I think I may say four or five per cent. lower.

1068. Does the account you have delivered in show the specific duty?—It does not: these papers do, and I have just stated the duty to the Committee?

1069. You are understood to state as the result of your investigation, that, as near as may be, you think the average specific duty on the China cost is 75 to 100?—Yes; there are instances in the case of hyson-skin tea in which it is more; it is full that in the instance of hyson-skin; it is a good deal above 100.

1070. Is it 75 per cent. in the cost price at Canton, or on the sale price at New York?—It exceeds 75 per cent. in the cost price in China.

1071. What do you suppose it may be on the sale price at New York?—If hyson-skin tea sells for 63 cents and the duty is 28, that is about 45, I think, without calculating it. It is a specific duty per pound: the papers are here, and the calculation is simple; I prefer stating the simple duty per pound.

1072. Is the present rate of duties the same as it was in the year 1820, or has the tariff increased those duties?—I think, according to my recollection, that duty was not increased by the last tariff, but I am not certain.

1073. The mode of transacting this business in America is something of this sort, that the importer obtains from the government a credit of twelve months for the duty when he takes his tea out of bond and sells it?—Exactly so.

1074. He sells it, you say, on a credit of six months generally?—Yes.

1075. That credit of six months is a bill of exchange probably?—A promissory note.

1076. That is immediately convertible into cash on a discount by the banks in America?—The banks discount paper at

25 Feb. 1890. four months; seldom so long as six, unless they have an over-abundance of money.

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1077. The importing merchant selling his teas with the duty, at what is called the long price, has a capital equal to the duty to carry on a future operation, and to speculate again on a fresh import?—The prevailing opinion in America is, that this duty puts him in full possession to purchase another full cargo. When I speak of the duty being 75 to 100 per cent. on the cost in China, I conceive I am speaking within bounds. It is generally conceived that the long credit given by the government enables the importer to send his vessel again direct to China, and import another cargo.

1078. Do you attribute any part of the over-trading to the facilities of those credits, and to the protection it gave to a person in bad circumstances, as not compelling him to meet his engagements?—It is the prevailing opinion that the advantages derived from the credit contributed generally to the over-trading.

1079. Does the same system prevail in any other branch of American trade; the import of manufactured goods from this country for instance?—We have eighteen and twelve months on European manufactures; English are the bulk.

1080. The duty being very high on English manufactures, does it not create a credit, advanced by the government, which gives great facilities to over-trading?—That is the prevailing opinion, and remonstrances have been repeatedly made to government to lessen the credit, with a view of putting it out of the power of enterprising or speculative persons to deal on the scale which they do.

1081. Does it not give great facilities to parties whose circumstances are deranged, to carry on trade for a long time after they ought to settle with their creditors; and is it not the result, that the government secure the whole of their assets when they are driven to the necessity of closing their concerns?—Government have suffered of late.

1082. But their individual creditors suffer to a greater degree, do they not?—The individual creditors have suffered to a great extent, of late years. The greater part of the English goods vended in America have been done by commission houses, who made advances to manufacturers in this country, by coming under acceptance for 60 or 70 per cent.; it applies to other things.

1083. Have there been losses of a like nature with those in the China trade sustained in any other branches of the trade of America from this facility of credit?—I think not to the same extent; nothing so great.

1084. Is there any circumstance in the trade in tea which has

made the loss heavier on that branch than on other articles of trade?—The facility of the credit in the duty. 25 Feb. 1830.

Mr. R. Milne.

1085. Is the credit greater on tea than on other articles?—The credits on China goods are six, twelve, and eighteen months; the average is longer on China goods than on European.

1086. Are there any other causes that have interfered with the tea trade of the United States?—I do not know of any materially.

1087. Have not duties been laid in Europe on the import of teas through America?—I believe there has been something of that kind of late; but I cannot speak to it.

1088. The trade to Canada, you are aware, is no longer carried on?—I believe not.

1089. Has the result been a diminished import into the United States?—I believe since 1827-8 the import has fallen off.

1090. Do you consider the trade now in a thriving or a depressed state?—In a depressed state.

1091. Is it as much so as it was in 1827-8?—I understand it is depressed.

1092. As you have imported a considerable quantity of tea, and have been a dealer for many years, what is your opinion of the relative qualities of tea imported into the United States and that imported into this country?—I believe the tea imported into the United States to be good.

1093. Is it as good as the tea consumed in this country?—I should think it is equal in quality; the green teas particularly.

1094. Do you speak from your own knowledge?—I speak from my own knowledge, and having heard English ladies say it was quite as good tea as any that they had ever drank in England.

1095. You think, from your experience, that tea is deteriorated by keeping?—I think it is.

1096. Have the prices at Canton been uniform and steady, or have they varied?—They fluctuate.

1097. Do they fluctuate almost every year?—That is governed by the demand.

1098. You never found any difficulty in procuring whatever quantity you required?—Sometimes in the article of young hyson, it was difficult to procure sufficient of the best quality; of the other teas generally abundant, or often abundant: the young hyson of fine quality was often scarce.

1099. In the market at Canton, is there any difference in the price of tea of the like description, in consideration of its being older or fresher?—Old teas are always sold cheaper in China.

1100. Does the same difference in price prevail in the United

25 Feb. 1830. States?—They are always more difficult of sale. If the market was abundantly supplied, it would be difficult to sell old teas, unless the quality of them was very fine.

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1101. With whom were the transactions carried on at Canton for the purchase of the teas generally? A part was always bought of the security-merchant; the residue from other gentlemen in the Hong, and a part from the outside merchants or shopmen, as they are called.

1102. In what proportions?—I cannot speak to that; I should think that would vary.

1103. Is the quality of tea purchased from the outside merchant equal to that procured from the Hong?—I should think it is, some of them being highly respectable; in short, quite favourites, one or two of them.

1104. So that you think teas of equally good quality are to be procured from the outside merchants with those obtained from the Hong merchants or the security merchants?—I think they are, but probably not in the same quantities.

1105. You have stated the commission to a supercargo to be three per cent.?—I think it was uniformly so.

1106. Have you ever, instead of employing a supercargo, employed any resident agent at Canton?—I have not myself, but some of the merchants of Philadelphia did.

1107. What was the commission they paid to the resident agent?—It would not vary much from three per cent.; if it varied it would be a mere fraction, it would not be more.

1108. You would prefer employing a resident agent to a supercargo perhaps?—There are often two supercargoes on board the vessel, and it is a protection to the cargo.

1109. Do you allow any commission on the outward investment?—Not any. The outward investment is dollars; the commission is solely on the purchase at Canton, or on the amount of dollars paid there.

1110. A supercargo going to Canton has no commission on the investment at Philadelphia?—He has no commission save on the amount invested for the return voyage.

1111. Is no commission given to the native or Hong merchants?—None that I know of.

1112. When you talk of old teas, what is the age of a tea you consider as old?—I should suppose the teas of the previous year are considered old; but they might have been on hand longer.

1113. Can you state from recollection the comparison between teas of the like description of the preceding year or the current years?—In two or three instances, I ordered old skin teas if they were to be had cheap; and the old teas cost 17 or 18 taels, when the new teas would be worth 22 to 24.

1114. Do you mean to say that there is a difference of at least 30 per cent. in the value of teas of the like description, from the circumstance of the one being a year older than another?—I do not think that the difference in value will be generally so great, but I mean to speak from what I have experienced in solitary instances.

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1115. Does that difference apply equally to the finer teas?—I think not in so great a degree as to the common teas.

1116. Do you know what is the duty now paid on tea in the British provinces of America?—I have understood it to be very small. I do not know whether it is more than two to four-pence per pound.

1117. Have you the sale prices of tea at Quebec or Halifax?—I have not any.

1118. Has the consumption of young hyson greatly increased in the United States compared to other teas?—It is the favourite tea, and there is always a great demand for it; so much has been brought of it of inferior quality that the price has been reduced; the Chinese finding the demand for it increased the quantity.

1119. Has it happened in the importations that you have had to open any chests of bad quality?—I recollect receiving a chest of tea filled with sand or something of that kind; I sent it back, and if my recollection be correct, I received two for it. I know it is the custom in China to return two for one in case of fraud or deception.

1120. Do you conceive the outside traders, the parties of whom you purchased tea, as men of fair character and honourable in their dealings?—I believe the Hong and many of the outside to be fair dealers, and quite men of business.

1121. As much as are generally met with in the trade of other countries?—Their character is sometimes lightly spoken of; but I have heard American gentlemen say that it is unjustly so, that they find them fair.

1122. Do they ever give any credit in China?—I think in the year 1819-20 I experienced misfortunes in England, and I received a credit of a few thousand pounds from Mr. Howqua: he knew nothing of me but from inquiries.

1123. Do you consider the Chinese merchants, and the authorities in China generally, as disposed to give every facility and encouragement to fair trade with the United States?—I think so; it is generally understood, what is called, a rich ship in America is very acceptable in Canton.

1124. Do you know any other instance of credit having been given?—I believe the Chinese have suffered greatly from giving credits.

1125. Giving credit to Americans?—I will not confine myself to Americans; there certainly have been instances of their suffering.

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1126. What is the difference between purchasing on credit and purchasing for ready money in the price of tea?—In the instance to which I allude, and I do not mean to speak beyond that, I paid Mr. Howqua one per cent. per month until the money was returned; I accomplished that in ten months. It was impossible to calculate the interest, 'not knowing when the vessel would arrive, and I think I still owe him £50; but he sent me the bond, giving it up, saying I had been prompt, and he did not wish for any more.

1127. As far as your experience goes, have you every reason to think that, in transacting business generally at Canton, there is the same disposition and facility to encourage fair dealing as in other countries?—I have no reason whatever to doubt that.

1128. Have you ever, in any of your dealings with England or any other country, found the merchants give up £50 which you consider them entitled to?—I never owed interest-money to any one; this was accidental.

1129. In fact, you do not consider the Chinese as disposed to thwart or throw obstacles in the way of commerce carried on in a fair manner with foreign merchants?—I should conclude them rather friendly to commercial intercourse. Vessels going there with Spanish dollars, I think, have great advantages, and are very well received.

1130. Have you any experience of vessels going there with assorted cargoes of manufactured goods?—I never shipped goods myself, only I observed what my neighbours were doing.

1131. Were you connected with the China trade at the time of the great fire at Canton?—No.

1132. Do you know whether the losses sustained by the merchants of the United States were made good by the government?—Only by report.

1133. Have you any reason to doubt that the trade of the United States with Canton, when the effects of this over-trading are done away, will be a remunerating trade like others?—I should think it would, if conducted on correct principles.

1134. What has been generally the freight per ton from Philadelphia to Canton and back?—In the periods in which I was first interested vessels were in request rather. We pay ten per cent. on the amount shipped; paid the money in China, and were entitled to two tons and one-eighth measurement for every 1000 dollars shipped.

1135. Do you know the present rate?—I believe it is lower, but I cannot speak to that.

1136. Is there any protection by any public authority on the part of the United States to the trade of their citizens at Canton?—There has been a consul there.

1137. Is there one now?—I am not certain; the gentleman

who resided there has returned to America, but whether there has been a successor appointed I am not certain. 25 Feb. 1830.

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1138. How was the consul paid?—I do not think he received any thing, but I am not certain. I heard it said that he acted gratuitously, but I cannot speak to that.

1139. Since the period you first embarked in this trade, the quantity of tea required for America has probably increased?—Very greatly.

1140. Supposing it to increase in the same proportion in the next thirty years as it has done in the last, do you think there would be any difficulty in supplying the increased demand?—I cannot well answer that question. I have always understood the Chinese could supply any quantity of tea; but I am not able to answer that question.

1141. Was there any difficulty experienced from the increased demand?—It enhanced the price a little, but not materially, on that account, I think.

1142. Has there been any difficulty in procuring the black teas in China, now that the demand for that article has increased?—The importation of black teas from China into the United States has been very limited till lately. I have never heard of any difficulty, but I cannot speak to it; I never remember any.

1143. You have stated that the quantity now imported, and the demand for it, are increasing?—Yes.

1144. But you never heard of any complaint of difficulty in procuring it?—No.

1145. With respect to green tea, do you contemplate any difficulty, supposing the quantity of that required to be increased?—I cannot speak to that, but I never heard any apprehensions on that head expressed by any one.

1146. Do you know whether the Americans, in their supply of black tea, are limited to qualities which do not suit the British market, and are not taken by the East-India Company?—The black tea imported into America is chiefly souchong, or what is called souchong; very good tea; I make use of it myself; I never heard any difficulty expressed.

1147. Do you find it of as good a quality as that you find in England?—“It was very good tea.” It would be wrong in me to speak on that head, it being rather a new thing, or new to me; the fine black teas in England are of excellent quality.

1148. Are the port charges required by the government of China very considerable on American vessels?—The ships going from the United States generally will average about 350 to 400 tons; the port charges are supposed to be 7,000 dollars: they used to be reckoned at 8,000.

1149. Supposing the ship to be double that size, will the port

25 Feb. 1830. charges be the same or greater?—I understand the same, but I cannot speak to that.

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1150. You are not acquainted with the trade at Sincapore, or any other port?—No, I am not.

1151. The first thing a ship does on arriving at Canton, is to make an arrangement with the security merchant?—The supercargoes land, I understand, like men of business, and go first to one Hong and then to another, and inquire the prices of goods, and secure the ship, with a person to whom it may appear to them of most advantage.

1152. With the member of the Hong who will do it on terms the most favourable to the ship?—Yes.

1153. The parties then go from one Hong merchant to another, till they have ascertained who will do it on the most favourable terms?—So I understand.

1154. They are at liberty to employ whichever they please?—I have understood they were on shore several days before they fixed.

1155. Making their bargain?—Yes, so I understand.

1156. And the government does not interfere to prevent that?—I believe not at all; I have always understood the business to be simple and easy.

1157. Does it amount to any thing more than an agreement with the Hong merchant to take a certain quantity of goods from him for his being the security?—I believe they uniformly purchase a part at the price agreed on.

1158. Not higher than the market price?—No.

1159. When you state that it is a simple operation, he agrees with the Hong merchant, who will supply him with a certain quantity of goods on reasonable terms?—Yes; but if I go with a rich ship, I can make good terms. I pay money, of course, which gives me advantages.

1160. They are glad to supply you at the market price?—Yes, very glad.

1161. Is not the difficulty greater when you carry out goods than when you carry out specie?—I never shipped goods; I should conclude it was certainly greater.

1162. You have stated that you have carried on this trade from the year 1799 to 1811?—Yes, and occasionally; the last time in 1820.

1163. Is there any circumstance in the trade, according to your opinion, which induced you to leave it off?—I did not find it profitable.

1164. You have stated that new tea was greatly superior in price to old tea; do you mean new tea bought in China, or tea which has been long kept in the United States of America?—I intended the remark to apply in both ways.

1165. What period do you consider long in tea, after its arrival, being kept in the United States before it was sold?—
At New York, in the case of some of the persons who have been unfortunate, the old teas were sold at ruinous prices.

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1166. How long had they been kept on hand?—They had forfeited the drawbacks: of course, they had been more than one year in the country; probably two; I cannot speak to the time. They were sold very low in the case of Mr. Smith.

1167. Without any other circumstance in the market, the quality of the teas was held to be of less value in consequence of the time they had been on hand?—Yes.

1168. You have stated that the trade became less profitable; can you state what the profit was by your last investment from China?—I did not make much, or rather I did not make any thing. I believe it has occasionally been better since.

1169. Did you ever hear of any disputes arising between the American subjects and the Chinese government?—I have mentioned that in those cases wherein I was interested nothing unpleasant ever occurred. I only know from the public prints relative to the sailor, a case which has been mentioned; the vessels in which I was interested never experienced any difficulty.

1170. You have had no information from other persons as to those disputes?—No, I have not.

1171. You have stated the proportion of price in China between the fresh teas and the old teas; have the goodness to state what, upon the average, in the towns of America, is the difference between teas of a year old and the fresh teas; is it five, ten, fifteen per cent., or what proportion?—Taking care what I say, I should say it exceeded five per cent.; but I do not mean to pledge myself. It is extremely difficult to sell them, unless the old teas have been originally of a very good quality.

1172. Is it not an universal opinion that the quality originally of some of the fresh teas is better than of the stale tea?—There is uniformly a decided preference; it is extremely difficult to sell the old when the new arrives.

1173. Are you aware that the East-India Company in this country are obliged by law to keep their teas a year before they sell them?—I have heard that the teas were kept a long time; I was not sensible of it; I have heard the subject mentioned; I have no knowledge of the law.

1174. Supposing that to be the case, and that the East-India Company, either by compulsion of the law, or other circumstances, were in the habit of keeping their teas always a year before they sold them, do not you think that any other trader offering in the market fresh teas, would find a great preference over the Company?—Decidedly so.

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1175. That the taste of this country, like that of America, would pronounce itself in favour of the fresh tea over the stale? — Decidedly so.

1176. You have stated the duties in America to be levied on the different teas, mentioning the teas by name, so much on souchong, so much on twankay, and so on?—Yes.

1177. Is it not common for one quality to be packed up in China with a different name: hyson for hyson-skin, or young hyson, and so on, for the purpose of affecting the rate of duty to be collected in America?—That would be considered a great fraud, and, of course, persons of respectability never do such things; I have no knowledge of it myself; I have heard of a person in New York practising some deceptions, but of course he lost credit, and the thing was discontinued, I imagine; I have no knowledge of such frauds, and cannot speak to them; I should consider the instances very few.

1178. Do you suppose that if, for instance, young hyson was packed for hyson-skin, a custom-house officer could distinguish the qualities on their arrival?—I think he could.

1179. And that any fraud attempted of that description would be detected?—If such frauds exist the instances are very few.

1180. You have stated up to what time your trade was profitable and when it ceased to be so, and when you were induced to retire from it; from the period that the China trade ceased to be profitable, has not almost all foreign trade of every description been losing?—All foreign commerce from the United States has, generally speaking, been very unprofitable.

1181. Do you think that this China trade to which you allude has merely fallen into the same position with almost all the shipping trade of the country?—When I left the China trade I turned my attention to cotton, which my friends and connexions in Lancashire were quite at home in, but I did not better myself much.

1182. The commerce generally has been a losing occupation for many years past?—I believe a good deal so.

1183. Were you ever concerned in a whole cargo to China?—Merely as shipper on freight.

1184. To what extent?—As my capital increased, my business increased, commencing moderately.

1185. That is the practice in the American trade?—Yes.

1186. When you speak of the foreign trade of the United States being a losing one, do you mean to apply that remark to the import of raw materials into this country, or the whole course of trade, including the import and export trade?—I believe that a person who imported English dry goods judiciously, what I would term a practical man, even yet, under all

the difficulties, makes a little money; at least if he did not grow very rich, he would get a living, I think, with economy.

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1187. The profit made is chiefly on the export of manufactures from this country to America?—The commerce of the United States is very extensive; and various persons who export colonial and domestic produce often lose money. Persons who import English goods on a moderate scale, and have judicious agents in this country, I believe, are rather benefited, but not materially, of late.

1188. The benefit of the trade, upon the whole, consists more in the profit on the manufactured article than in the exportation of the raw material?—Yes, I think so. Importers of French goods do well sometimes; but to these points I cannot speak explicitly.

1189. Have you ever imported any China silk goods?—I have done so.

1190. Have you ever imported any raw silk?—Never.

1191. Has the profit on China silk goods been equal to that on tea?—I think, on the whole, better.

1192. Have you ever imported any nankeens?—Yes.

1193. What proportion of profits do nankeens bear to other articles imported?—The nankeens were often a bare article; sometimes they lay on hand.

1194. Should you say that the demand in America for tea is increasing?—The population increases greatly, and the demand for tea increases with it. The usual breakfast is coffee; they drink tea in the afternoon.

1195. Do the labouring classes in the United States drink tea as they do in this country?—I believe they do.

1196. Was there any export of tea from the United States to any of the southern ports of America?—A little, I think, but limited. I cannot speak to that; I have heard of it.

1197. Do you know that any teas are smuggled into the Canadas?—I have heard much of that. I have been in Canada, and heard of it there, and I suppose it did exist: I have spoken to that in the former part of my evidence.

1198. When you mentioned the quality of tea in America to be as good as that in England, did you refer to the fresh tea in America or the old tea?—I believe the whole of the green teas, the hyson, the imperial, and gunpowder, to be as good tea as can be produced, in my opinion.

1199. As good tea as there is here?—Yes, I think so; they have been bought for Spanish dollars.

1200. Do you refer to the fresh teas of those descriptions, or the year-old teas of those descriptions?—I refer to the teas generally, when they are imported, being of as good quality as can be procured.

Lunæ, 1^o die Martii, 1830.

JOHN FRANCIS DAVIS, Esq. again called in, and examined.

1 Mar. 1830.

*J. F. Davis,
Esq.*

1201. THE Committee understand that trade, on the part of the East-India Company, is given in shares to the Hong merchants; will you state the proportion of those shares?—The shares are in number twenty-one; of which the chief Hong merchant has four, the four next three, and the two last two and a half each.

1202. Are there not some of the Hong merchants insolvent?—Certainly not; they are all in full trade.

1203. Do each of them really receive those shares of the trade. Some of them receive more, according to the teas which may be at their disposal beyond the actual contracts. Those proportions apply only to what are called the contract teas, about three-fifths of the Company's investment. The remaining two-fifths are left to be filled up by casual tenders on the part of those who may have the best teas to offer.

1204. Are the casual tenders always from the Hong merchants, and never from any other party?—From the Hong merchants.

1205. Are those shares considered of value?—As regards the teas, but otherwise as regards the imports; for the Hong merchants sustain a loss upon a great number of imports.

1206. Upon the whole you consider them valuable?—They must be so.

1207. Have you ever heard them estimated at any certain amount?—I have heard such conjectural estimates; but they must be mere guesses, as we cannot have access to their books.

1208. Have you ever known them to be sold?—Certainly not; it is quite out of my knowledge.

1209. Did you ever hear that each share was reckoned worth 40,000 dollars?—It must be a guess on the part of the person that reckoned it.

1210. With respect to contract teas, is the contract made each year?—It is made in the preceding season for the subsequent one.

1211. And the price then settled?—Always in reference to each denomination of tea. There is a descending scale of prices; and in reference to the tea which may be produced under each class, the price is settled.

1212. Is that series of price settled every year, or does it go on from year to year?—The series of prices, in reference to qualities, is settled, and has been for some time. One difference I recollect that lately took place; it was a general reduction in

the prices of teas, one tale under every character. It took place in the year 1825, and was in favour of the Company to the amount of about £20,000.

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J. F. Davis,
Esq.

1213. Then, with the exception of that diminution, the prices for each class of tea have been settled for some time?—They have.

1214. Do you remember how long?—I cannot state exactly.

1215. But from 1825 to the present moment the same price has been given?—Yes, generally.

1216. Are the teas that are not contract teas purchased also according to a scale of prices, or according to the market price?—They are purchased in reference to their quality, and according to the scale.

1217. That is, in fact, upon the same rule with respect to price as the contract teas?—No; they are necessarily lower in price, being lower in quality.

1218. What do you call the teas which are not contract teas?—There is a certain portion called “winter teas;” the remainder must be described by the negative term, “not contract teas.”

1219. According to their quality, would the teas that are not contract teas be purchased by the Company at the same rate as the contract teas?—No; they are always understood to be lower.

1220. In what proportion are they lower?—The proportion must be gathered from the total; it is impossible for me to state it.

1221. Upon what ground is it that they are lower?—On the ground of their being inferior, or perhaps old teas.

1222. Are they always old teas?—Not always, but upon the ground of their being generally inferior.

1223. Is there not a portion of the winter teas which is of a superior quality of tea?—The winter teas are always purchased in the current season for shipment in the subsequent season. They are what were rejected as “contracts;” they were *below contract quality*, and are taken at a very reduced price.

1224. Are they invariably below?—They must be below, having been offered as contracts, and not accepted.

1225. Then are the Committee to understand, that all the tea which is not contract tea, has been rejected in the antecedent year as contract tea?—In the current year, not all; only the winter tea.

1226. But the other portions, which are not winter teas, have not been rejected?—Those which are not winter teas have not been rejected.

1227. What proportion do those which have not been rejected bear to those which have been rejected?—It is very dif-

1 Mar. 1830. difficult for me to state, because the quantity of the winter teas varies in different seasons.

*J. F. Davis,
Esq.*

1228. Can you furnish the Committee with an account, for two or three years, of the proportions of the teas?—The total investment of the Company's black teas is about 270,000 chests, of which the contracts are three-fifths. Of winter teas there are, I think, about 20,000 chests ; but this varies.

1229. The winter teas being the rejected teas of the antecedent year?—Of the season antecedent to their *shipment*. They are purchased in February, and shipped in the subsequent October or November. They are rejected, not as being positively bad, but as being comparatively inferior to the high class called contract.

1230. Then the prices paid by the Company are settled according to the scale, and without reference to the market price of the day?—Yes ; but they are lower than the contracts. They are settled according to the scale, subject to change and alteration. The Company has always regulated the market price of teas.

1231. When did any change take place?—The last considerable change took place in 1825, but I will not say that some denominations have not been lowered since.

1232. How is the price fixed upon this scale?—The price is fixed according to a certain classification under each denomination. There are not less than ten classes under each denomination ; for instance, under the denomination of congo, there are, in fact, more than ten classes.

1233. Between what parties is it that this price is fixed?—Between the buyers and the sellers : between the Hong and the Company.

1234. Do you know whether the teas that are sent to Canada are purchased by the Company according to the same scale of price as those sent to this country?—They are not contract teas ; they are of a lower description.

1235. Do they form any proportion of the shares which the Hong merchants supply by contract?—No ; the whole consignment is to the amount of not more than £100,000.

1236. Those are not purchased then according to this scale of price?—They are purchased according to the price which the Company choose to affix to each quality.

1237. Are they higher or lower?—They are lower than the contracts, and of a lower quality.

1238. In proportion to the quality, are they lower than the contract teas?—I believe the price is proportioned, as well as can be, to the real value of the commodity in both cases.

1239. Can you speak positively to that?—I should say decidedly.

1240. How are the prices of woollens, which the Hong merchants take, affixed?—According to the demand. 1 Mar. 1830.

1241. The same way as the teas?—Yes; except that the relative situation of the parties dealing becomes changed. The one become sellers, and the other buyers.

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Esq.*

1242. But still it is a mutual agreement between the parties?—Certainly. I would add, that the last consignment of woollens to China, it is estimated, will yield a profit upon the whole, if the prices remain the same as they were by the last accounts.

1243. Supposing then, in so far as the value of woollens goes, that there were an arbitrary price put upon the woollens and upon the tea, it does not follow that we should ascertain the exact value of the teas purchased by the Company?—They must both be regulated according to the best conception that the two parties have of the supply and the demand.

1244. But they are not regulated according to the price of the day in either instance?—They must be; the market price of the day must be as much as the sellers can get, and as little as the buyers can manage to give.

1245. When the Americans entered into the trade of supplying Canton with manufactured goods, did the price of the manufactured article fall in the Canton market?—Certainly it did.

1246. Did the price of the woollens that the Company furnished to the Hong at the same time sustain a corresponding failure?—They certainly fell; the Company had to complain of a fall.

1247. To what extent?—I cannot tell exactly.

1248. Are there any minutes kept of the agreements between the Hong and the supercargoes?—They are all on the Company's records.

1249. Do you remember when the last arrangement was made between the Hong and the supercargoes, with respect to the price of woollens?—The arrangement takes place every year, with reference to the supply and the demand.

1250. Do the prices vary every year?—Certainly.

1251. But not of the teas?—Yes, I have said before that they did. There was a variation in the whole investment in the year 1825, since which time I cannot exactly speak to particulars.

1252. Are you aware that if tea was purchased in the market of Canton, for ready money for instance, it might be bought at much lower rates than those paid by the Company?—I think the evidence I heard in this room went to prove that. That what the Americans call a rich ship, that is, a ship freighted

1 Mar. 1830. with *dollars*, will always be more welcome to the Chinese than a ship freighted with *manufactures*.

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Esq.

1253. Do you know the proportion in which teas so purchased for ready money would vary from the contract prices paid for the teas, supposing the quality to be the same?—Except that it would be lower for cash, I cannot speak exactly.

1254. Do you conceive that there would be a difference, upon bohea for instance, of from 9*d.* paid by the Company to 5*d.* and a fraction paid by the Americans?—The denominations of teas can be no guide whatever with reference to the value of the teas. There is as much difference between the quality of teas of the same denomination, as there is between wine sold at a tavern and that drunk at a gentleman's table, although they are both called Sherry or Madeira.

1255. Are there no means of comparison at all between the prices paid in the market of Canton, and the contract prices of the Company's teas?—They are both in proportion to the real value of the commodity; and the contract teas are of a very high quality. I am not aware that they are bought by any but the Company in general.

1256. In the year 1825, when a different arrangement took place about price, was there a meeting between the Hong merchants generally and the supercargoes with respect to that alteration in the price?—That would be the way in which such a measure must be operated.

1257. Do you remember whether it did actually take place?—No doubt it did.

1258. Are there any minutes of it?—There are the fullest minutes of every transaction that takes place regularly sent home, in what are called 'Public Consultations,' to the India-House.

1259. Can you inform the Committee of the particulars of an arrangement entered into between the Select Committee and the supercargoes and the Hong merchants in the year 1828, not long after the failure of the security-merchant Manhop?—There are complete minutes upon the subject at the India-House; and they are of better authority than I am, for I happened from necessity to be absent from the spot at that period.

1260. Do you recollect what the substance of the agreement was; whether it was not agreed by the Hong merchants, under a penalty of 20,000 dollars or some such sum, to be paid by any Hong merchant who should, after a certain date, grant a license for the sale of any foreign imports to any other person than a Hong merchant, or to ship off any goods purchased from an outside merchant?—This arrangement among the Hong merchants took place entirely without the instigation of the Com-

mittee, or their interference. It was in consequence of this edict from the Hoppo:—

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Esq.

“From his Excellency the Hoppo, Wan Ta-Jin, to the
Linguists Achow and others:

“It has been found out that some persons who formerly opened shops for European wares, have entered the merchants’ hong and clandestinely do business with foreigners; but foreign ships coming to Canton are restricted, in all their imports and exports, to deal with the Hong merchants. If native shopmen carry on a clandestine commerce, the law accounts it a treasonable intercourse. The severity of the law is to prevent frauds on the revenue. But the shopmen evade the law by forming connections with the Hong merchants, gradually entering and assuming a false pretence of superintending the Hong concerns, carry on their illegal shops with the foreigners, and bring up and send down cargoes in the name of the Hong. The merchants connive at it, and the linguists receive bribes to report the duties. But it is forgotten that large debts for duties are accumulated, and foreign claims increased, and the Hong merchants are eventually injured. The best way to prevent future evils is to be careful beforehand. Besides ordering Howqua and the other merchants to examine whether there be any shopmen in the Hong or not, and forthwith to expel them instead of retaining them to carry on an illicit commerce with foreigners, and declaring that if any dare to disobey this order, on the facts being discovered, the goods will be confiscated, and the shopmen delivered over to the local government to be punished. Besides doing these things, an order is hereby issued to the linguists, requiring them to act according to the tenour of this; and hereafter should any shopman clandestinely enter the hong and deal with the foreigners, the linguists are disallowed to report their goods at the custom-house, and are required to give information to government that the goods may be confiscated. Should the linguists openly assent to and secretly oppose this order, and as before report goods at the custom-house, the moment it is discovered they will be severely punished.—Dec. 17th. 1827.”

1261. Are there not frequent proclamations or edicts by the Viceroy and by the Hoppo against smuggling of every kind?—This was a more particular one, in consequence of the successive failure of three of the Hong merchants.

1262. Are not frequent proclamations of that kind issued against smuggling and illegal transactions?—Not so frequently against what is called the “outside trade” as against the opium trade.

1263. Are not those considered matters of course, and does not smuggling go on increasing notwithstanding?—I would confine the observation to opium, because that is a contraband article which cannot pay duties. The edict quoted is quite of a different description. I have not known more than three or four since my residence in the country. I remember one in 1817, when the Company interfered in favour of the shopmen, and requested the government to allow them to trade to a cer-

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1264. Are the Committee to understand that the Company entered into no arrangement with the Hong merchants in consequence of that?—The Company had that year suffered very much by the abstraction from their contracts of teas of which they had always been accustomed to have the first choice; and the Committee then thought, that as they had suffered in that year's investment, it was for the interest of the Company to endeavour to maintain their accustomed advantage. The Court did not enter into these views to their full extent, and the resolution of the Committee has been altered; but they did at the moment think that it was for the interest of the Company to tell those Hong merchants, whom they suspected of conniving at the system, that if any individual of their body contributed again to the injury of the Company's investment, for the sake of a higher price, the Company would diminish their dealings with him.

1265. Did they not state to the Hong merchants that they reserved to themselves the right of depriving such Hong merchant of any share of the Company's trade, if they should again grant parcels or permit facilities to the outside merchants to deal with the Americans and other traders?—It did not extend to the general trade in articles which had always been allowed to the shopmen. It was with reference to teas more especially; with reference to matters which affected the Company's investment and the Company's interests.

1266. As regarded tea alone, did they make their intention known to the Hong merchants?—Yes; they told them that if they found their investment suffered, they should consider it their duty to show their disapprobation, by dealing less with the merchants who connived at it.

1267. Are the Committee to understand that the Chinese were themselves anxious to deal with Americans and others, and thereby abstracted a portion of the Company's trade, but that the Company's servants interfered to prevent it?—The Company's servants at that time thought it was their duty to preserve the first choice, which they had always enjoyed, of those superior teas; and they thought they could do this in no other way, than by telling the merchants that they would deal less with any individual of their body who injured the Company's interests, by contributing to the new system.

1268. In fact, they were anxious to keep up that preference which they had in the choice of the teas, notwithstanding the outside merchants wished to deal with others?—They did; but

the idea has been since given up, in consequence of the receipt of a reply from the Court, saying they thought it was better to let things take their natural course.

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1269. Then, in fact, did matters revert to their old channel, notwithstanding the edict you have now read?—Certainly not, with regard to all commodities. It is still held by the Canton government to be traitorous for an outside dealer to deal in certain staple articles.

1270. Can you state any instance in which the government has acted on the spirit of that edict, and punished any outside merchant for dealing with Americans or any other foreigners?—I have not yet heard of any instance since that edict.

1271. What is the Chinese punishment for treason; what penalty would attach to that class of treason which is designated by this trade?—Treason, strictly speaking, is the highest crime that can happen under a despotism; and in China entails the highest punishment. What sort of treason dealing with foreigners is, I am not aware; but it might probably be punished by banishment for life to Tartary.

1272. Have you ever known that punishment inflicted for that offence?—Soon after the Company's interference in 1817, two hundred shopmen were taken up and punished: the least punishment, I believe, was the confiscation of their goods.

1273. At what time was that?—In the year 1817.

1274. Have you ever known such a proceeding taken at any other period?—Constantly; it has happened every two or three years since I have been in the service, that outside men have been apprehended. It is for the purpose of extorting money from them.

1275. Has it, in point of fact, interrupted the proceedings of the outside merchants?—It never can entirely. I consider the outside trade at Canton to be perfectly secure in regard to certain permitted commodities, but not in regard to the others.

1276. Have you ever heard that outside merchants have given sums of money, 5,000 or 10,000 dollars, to the Hong merchants, for their pass to cover certain exports, which legally they could not send without the Hong merchants' authority?—They have, I believe, bribed them.

1277. Has not that been of very frequent occurrence?—I believe that no outside dealer, where his business is illegal, can manage well to carry on such transactions without bribing the Hong merchants. It is a sort of tax on the outside trade.

1278. The Committee understand from you that the Hong merchants have legally a monopoly of the trade from the port of Canton?—In staples.

1279. Do you mean in the trade with Europe and India?—The Chinese do not discriminate between the places from which foreigners come.

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1280. Do you recollect any articles which are excepted from that monopoly?—There is one which, I believe, is now excepted, namely, silk piece-goods; it is a trade which the Hong merchants cannot carry on, being a business of detail, fit only for the outside dealers.

1281. Did not that take place in 1828 by proclamation?—The proclamations were against free trade; but silk has been allowed to the outside dealers.

1282. Then except silk piece-goods all other articles are considered illegal, if they do not go through the Hong merchants?—Besides silk piece-goods, there are a variety of trifling things. The daily wants of a foreigner at Canton must be supplied from the shops: for instance, a man could not go and buy a pair of shoes from Howqua. There are, besides, sugar-candy, and mats, and things of that kind.

1283. Are you aware of sums of money being paid by the outside merchants to the Hoppo for the privilege of exporting?—I am not aware of that; I should say, they were paid to the Hong merchants. The Hoppo is in a situation too high to admit of bargains between him and the outside dealers. I should think the bribes were paid, in part, to the underlings of the Hoppo.

1284. Will you state what the office of the Hoppo is, and what his duties are, and the importance of them?—He is the third civil officer in rank at Canton; he ranks after the governor of the province; and he is chief commissioner of the customs. His duty is to superintend the foreign trade in general.

1285. Are you aware whether he is paid by salary or by commission?—I believe that, under that corrupt government, he receives very little positive salary, and is allowed principally to pay himself. Most of the situations connected with foreign trade are sold to the best bidder, who remunerates himself as he can.

1286. Have you not heard that that is principally done by conniving at evasions of the revenue?—I believe that it is to a considerable extent, and by sums that he wrings from the Hong merchants; in every way, in fact, that he can obtain money.

1287. Are the Committee to understand that there is a disposition, on the part of the Chinese outside merchants, to deal with foreigners, but that the Hong, by the privileges which they possess, restrain them?—I should say, that there is necessarily a disposition, on the part of the outside dealers, to participate in the lucrative trade with foreigners, but that both the government and the Hong merchants are, from interest, opposed to it; the government, because they are more secure of their revenues if they come regularly; and the Hong merchants, naturally with that self-love which leads every man to do the best for himself and the body to which he belongs.

1288. But you say that the government have relaxed in some of the regulations in favour of the outside merchants?—
I believe that in one article they have, either by positive connivance or by positive enactment, allowed the silk trade to the outside dealers.

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1289. Was there any written contract, on the occasion that has been mentioned, between the supercargoes and the Hong merchants?—I believe that it was, just in so many words, addressed to those Hong merchants whom they suspected of having assisted in depriving them of their accustomed choice of teas, that they would show their displeasure towards any Hong merchants who contributed to it, by dealing less with them than with the others.

1290. Have you any knowledge of a letter addressed by the American agent to the chief of the Select Committee, remonstrating against such part of the arrangement in question as involved his interest as an American?—Some of the Americans (for all of them would not sign these petitions to the government) had endeavoured to bring the British into odium with the Chinese. I think on the Company's records there is copy of an address of theirs, saying that the British had set themselves up in opposition to the Emperor—a charge of the most injurious cast in such a country as China; and we at that moment felt that we owed so little to the Americans, and particularly to this individual, that we returned a very short answer. He wanted us to assist him on some occasion, and we returned him a very laconic answer, from the feeling that we owed him very little.

1291. Is that letter and that answer on record?—I think they both are on record. This petition had not been signed by all the Americans.

1292. Are you aware whether the American merchants at Canton, on finding that their trade with the outside merchants was put an end to by the arrangement made between the supercargoes and the Hong, held a meeting and resolved to petition the Viceroy against such proceeding?—I believe that those individuals of the Americans who had signed this previous petition, did repeat their application through the medium of the Hong merchants.

1293. Have you ever seen a copy or translation of that petition sent in by the Americans?—I saw some five or six of them; but with regard to that particular one, I cannot say.

1294. Did not one of these petitions to the Viceroy charge the agents of the East-India Company directly with having originated the arrangement which the Americans considered so prejudicial to their interest?—If they did make that assertion, the records will show that it was incorrect.

1295. According to your recollection, was that the allegation in their petition?—It might have been their allegation; but if it was so, I must deny the truth of it.

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1296. Are you aware whether any answer was sent to that petition from the Chinese authorities?—Yes; but the tenour of it I cannot speak to. There was so much correspondence that I cannot speak positively to any individual document.

1297. Have you ever seen the answer of the government to the American application?—I dare say I did, but its exact tenour I cannot charge my memory with.

1298. Do you recollect whether that proclamation for the first time legalized the transactions of foreigners with outside merchants?—I should say that there is no material difference at this moment with regard to the real state of the trade, except in the article of silk piece-goods. I have heard, though I cannot speak positively from my own recollection, as it did not concern us, that manufactured silk has been added to the other things that were before allowed to the outside dealers.

1299. Did it not, to the best of your recollection, as regarded the export of manufactured silks, and the import of all cotton manufactures, legalize the trade with the outside dealers?—Yes, I think it did; it admitted those things to the list which before existed of the trade permitted to the outside dealers.

1300. Will you have the goodness to read, from the Canton Register of the 2d of August 1828, a statement therein contained of a proclamation concerning the trade carried on by shopmen, dated July 14th, 1828.

[The witness read the same, as follows:]

“Proclamation concerning the Trade carried on by Shopmen; dated, July 14th 1828.

“Le, governor of Canton, &c. &c. with Yen, commissioner of customs at the port of Canton, hereby make known regulations agreed upon for carrying on commerce between native shopmen and foreign merchants of all nations, and require obedience to the same.

“The treasurer and judge of Canton having received orders to meet and deliberate on the subject reported to me, the governor, as follows:

“We being commanded to meet and deliberate on regulations for the trade between native shopmen and foreign merchants, ordered the Kwongchowfoo to unite with the Nanhæ and Pwangu magistrates, and examine the old records on the subject, then consult and state their opinion. They did so, and laid the result before us, when we came to the following resolutions:

“Foreign merchants of all nations coming to Canton were formerly restricted, in their dealings with shopmen, to leather shoes, china-ware, &c. eight articles. Exclusive of these, all imports and exports were confined to the Hong merchants, who were made responsible for the duties, to prevent smuggling and such nefarious proceedings. The linguists were appointed solely for interpreting, and were not responsible for trade. It is proper to keep them on the old footing, in conformity with existing laws.

“But the Hong merchants have now represented, that the Americans are desirous to be allowed to trade either with shopmen or Hong

merchants, as they please, whether for great or small commodities. And of late, foreign ships in greater numbers have come to Canton, in which are a great many trading skippers, for whom the eight articles to which they were restricted are insufficient. The circumstances of present and former times are different. That on deliberation, they would make out a list of the *larger articles* of import and export cargo to be confined to the *Hong merchants*, and earnestly soliciting a change of the law, which would be showing compassion to the remote foreigners, and be beneficial at home. This was their motive.

“ ‘ We (the treasurer and judge) commanded the officers before named to examine into the subject and report, which they did. It is proper for us now to state the result; which is, that a list be made out of exports, *tea, raw silk, &c.* 24 articles; and of imports, *woollens, camlets, &c.* 53 articles; all of which large commodities the *shopmen* shall be *prohibited* from dealing in.

“ ‘ All other goods not inserted in the list, whether exports or imports, coarse or other commodities, miscellaneous articles and eatables, shall be left free to the foreign merchants to deal with shopmen, and shall be shipped off by Hong merchants, who are to be responsible for the *duties*. As to worked silks, since they are not brought from Soochow or Hongchow, but woven from time to time by natives of Canton when applied for by the foreign merchants, and since the *Hong merchants* say that this practice is expedient, both for foreigners and natives, it is right to grant their request [to leave silks free].

“ ‘ All coarse and miscellaneous articles not inserted in the list are free to the foreign merchant who now chooses to deal with shopmen. But hereafter, if the shopmen incur debts, the *Mandarin merchants* shall *not* be implicated. The foreign merchant must, in all such cases, be *left to himself* to clear his account.

“ ‘ With respect to shopmen dealing with foreigners, it is inexpedient to leave them without some one to inspect their conduct. We (the treasurer and judge) request that it may be made the duty of the Hong merchants and linguists to examine from time to time, and should there be any smuggling, the Hong merchants shall be responsible, and the linguists brought up and punished. This change seems required by the times; and since the foreigners will be compassionated, the merchants accommodated, and the *responsibility fixed*, there will be *no loss to the revenue*, nor any obstacle from the laws.

“ ‘ Having received orders to examine and consult, we now submit whether these suggestions be right or not, and wait for instructions to promulgate them. We moreover request that a communication may be made to the Hoppo to examine and conform.’

“ These statements have come before me, the governor; and as the deliberations are completed, I direct, in accordance with the above suggestions, a list to be made out of exports—*tea, raw silk, &c.* 24 articles. [Here he quotes, *verbatim*, the preceding paragraphs, and desires the Hoppo to issue a proclamation in their united names to the Hong merchants, to communicate the orders of government to the foreigners of all nations, and to the native shopmen, that one and all of them may yield obedience to the same.]

“ Thus the affair comes before me, the Hoppo; and I hereby issue, in the name of the governor and Hoppo, the following orders. [Here he repeats, *verbatim*, the preceding, and then adds]

“ Let merchants, foreigners, linguists and shopmen, all be hereby fully informed, that hereafter they are required implicitly to obey the

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preceding regulations, to examine and conform their dealings to the list of exports and imports hereto annexed. Hong merchants alone are allowed to trade in the articles therein mentioned. Shopmen are not permitted to have any secret intercourse with foreigners.

"Of the wrought silks, each shop is to be limited to 8,000 catties. The said shopmen are permitted to deal with foreigners only in miscellaneous articles not in the great articles of commerce.

"The foreign merchant, in dealing with shopmen, has been required to give in a list, through the linguist, whose ears and eyes were near and can easily investigate. Hereafter, in reporting goods to be shipped off, he must distinguish clearly which 'belong to Hong merchants and which to shopmen. It is made the duty of the linguist to discriminate according to law, ere a permit be given. He is not allowed to confuse these things; if he do, he will be severely punished.

"The linguists are besides ordered to make out a list of all the foreign goods shops, and whether the owners be substantial good people, and cause them forthwith to present to government associated names for security, to be preserved on record.

"As to any debts that may hereafter be contracted by the shopmen, the *foreigners themselves* must manage the affair.

"It is incumbent on the Hong merchants and linguists to examine and report on what is going on. If they presume to conceal what they know, and any clandestine proceeding be educed, they will be severely prosecuted. Positively the governor's and Hoppo's words once gone forth, the law will follow. Positively no indulgence will be shown. Let every one implicitly obey. Oppose not this special edict.

"List of the 24 Articles of Export (confined to the Hongs).

"1. All sorts of teas. 2. Raw silk from Oakwong. 3. Silk prepared for weaving. 4. Canton raw silk. 5. All sorts of cloth. 6. Native cassia. 7. Cassia buds. 8. Sugar-candy. 9. Sugar. 10. Tutenague. 11. Alum. 12. Cloves. 13. Nutmeg (or mace). 14. Quicksilver. 15. China camphor. 16. Rhubarb. 17. Galangal. 18. China root. 19. Vermilion. 20. Gamboge. 21. Damar. 22. Star aniseed. 23. Pearl shells. 24. Cochineal.

"List of the 53 Articles of Import.

"1. Worleys. 2. Dutch camlets. 3. Camlets. 4. Long-ells. 5. Broad-cloths. 6. Cuttings of cloth. 7. Sorts of camlets. 8. Florentines. 9. Ginseng. 10. Sandal-wood. 11. Birds'-nests. 12. Cloves. 13. Nutmegs. 14. Putchuck. 15. Olibanum. 16. Malay camphor. 17. Elephant's teeth. 18. Pepper. 19. Foreign tin. 20. Ditto lead. 21. Ditto copper. 22. Ditto steel. 23. Cotton. 24. Rattans. 25. Betel-nut. 26. Smalts. 27. Prussian blue. 28. Bicho do Mar. 29. Fish maws. 30. Sharks' fins. 31. Materials for glass. 32. Ebony. 33. Sapan-wood. 34. Cochineal. 35. Gum kine. 36. Myrrh. 37. Physic. 38. Assafetida. 39. Physic oil. 40. Quicksilver. 41. Foreign iron. 42. Wax. 43. Cutch. 44. Pearl shells. 45. Sago. 46. Undressed nests. 47. 48. Flints. 49. Borax. 50. Amber. 51. Gold and silver thread. 52. All sorts of skins. 53. Mace.

1901. Does it appear by that proclamation through what authority the American petition was presented?—It could only be presented through the medium, and in the words, of the Hong merchants. The question resolves itself into the respective privileges which Americans and English possess at

Canton; and in order to show that the Company have *not* been hostile to the Americans, I may state that I myself interfered, with the sanction of our Committee, in favour of an American named *Ammidon*, in 1825, and availed myself of the knowledge I had of the Chinese language to write a petition for him to the authorities, complaining of the conduct of the Hong merchants. That petition was sent back unopened to the American, with a message to say, that no American could communicate directly in the native language with the government. The individual's grievance remains to this day unredressed.

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1302. Do not the Chinese government in that proclamation state that circumstances are changed, and that it is necessary for them to make alteration in their commercial regulations as regarded the outside merchants?—It says that the *eight articles* are insufficient, and that therefore it is necessary to enlarge it by the addition of the articles stated, principally of silk manufactures.

1303. Is it stated there that the Hong merchants shall have the privilege of dealing only in a certain number of staple articles?—It does not *prohibit* them from dealing in *other* articles: it says, that they shall have the exclusive right of dealing in staple articles.

1304. Are you aware that there is a list of “enumerated articles,” which none but British ships can import into England?—There is, I believe, a regulation of that kind.

1305. With reference to the estimation in which the English are held at Canton, have you ever seen or heard of placards in the Chinese language being posted up on the European factories, accusing the English of being the means of interrupting trade between foreigners and the outside merchants?—I believe there are placards put up by the Chinese occasionally against all foreigners, containing charges of a much more serious description than that; but I have not heard of those particular placards to which the question refers. Lampooning is very common in that country. They even placard the officers of their own government.

1306. Have you known of any placards complaining of the interference of the East-India Company?—No; placards containing abuse of all foreigners I have heard of frequently, but not of the particular placard alluded to.

1307. Are you aware whether that proclamation has been acted upon in regard to permitting the outside merchants to deal with foreigners?—I believe that the outside trade is now very much in the same state that it has always been at Canton. It was legalized, with regard to certain articles, before, and to *that* list some commodities have been since *added*.

1308. In your former evidence you stated that the Chinese are decidedly an anti-commercial people; will you state any

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1309. Do you recollect the date when we were excluded?—Not exactly; but it was about the end of the seventeenth century, in consequence of the conquest of the Tartars. The Tartars became masters of China, and were, I suppose, more jealous than the former government, and accordingly excluded us from Amoy.

1310. Have you ever heard that the Europeans excluded themselves from those ports to avoid the exactions made by the Chinese authorities?—No: I believe they were positively excluded by an act of the government; I believe they would not be admitted there now. I have seen edicts from the government, saying that foreign trade must be confined to Canton.

1311. Have you any idea of what the extent of the tea trade to England was at that time?—It was very inconsiderable, compared with our present trade.

1312. Are the Committee then to understand that the tea trade to England, now so large, has grown up since Europeans were excluded from Amoy?—Certainly.

1313. Is not that new trade beneficial to the people of China?—It would be more beneficial (because I conceive it would be larger) if it were nearer to the centre of the empire. That very great accession to the prices of tea, which arises from the long land-carriage, would be avoided, if the trade were nearer the tea provinces.

1314. Must not so large a trade be beneficial to the country?—It cannot but be beneficial, as far as it goes.

1315. If the trade is beneficial, on what grounds do you suppose the government to be decidedly hostile to increase that trade?—Because it is decidedly hostile to foreign intercourse. The institutions of the country are built on the maxims of their great philosopher, Confucius; and it was a leading precept of his to avoid intercourse with foreigners—"to despise foreign commodities;" those are his words. The sacred books of the Chinese are different from the sacred books of most other countries; they are not so much religious books, as treatises on ethics and on government; and as long as the Chinese venerate those books, so long will the institutions built upon those books remain more or less unchanged.

1316. Does the veneration of the Chinese, whatever may be its appearance practically, prevent them from carrying on a foreign trade?—Principles of government that are absolutely preposterous in themselves, and contrary to the dispositions of human nature, must in fact render themselves futile to a certain extent; and to that extent the foreign trade prevails in China.

1317. Are you aware that the port charges on vessels going to Amoy are much higher than those on vessels trading to Canton, even taking the Chinese junks?—I should think there is no difference between native vessels; all the extortion and the tyranny is chiefly in regard to foreigners.

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1318. If it should be the fact that the port charges at Amoy for Chinese junks are higher than the port charges at Canton, might not that in some measure account for the cessation of trade to that port?—I really cannot speak to the difference of charges on native vessels.

1319. Can you speak as to the difference of charge which may exist at Amoy and at Canton with respect to foreign vessels?—I can only speak from the trade at Amoy having been abandoned by foreign vessels in consequence of those charges; but they were not so much charges recognized by any law of the country, as individual acts of extortion on the part of the Mandarins.

1320. When you talk of the exorbitancy of the charges, do you mean any excess of charge at Amoy as compared with Canton?—I should judge, from the result, that were higher at Amoy.

1321. Were not the Spaniards the only nation that had the privilege of trading to Amoy?—All foreigners possessed that right formerly.

1322. Did not the Spaniards continue to have that right later than any other nation?—They had the nominal privilege; but that was rendered nugatory by the obstacles they experienced,

1323. How lately have they abandoned it?—Within the last twenty years one attempt was made, which proved unsuccessful. I should say, that all the ports of China are virtually as completely shut to Europeans as the ports of Japan, with the exception of the Dutch.

1324. Do you conceive the port of Amoy to be shut to all British vessels?—Certainly.

1325. As the trading intercourse in China of European subjects has increased, does it not show that the anti-commercial spirit is somewhat diminished?—I should say, that it was the operation of the interests of individuals against a preposterous policy.

1326. Does not that interest answer the same end?—It must be checked, to a certain extent, by the spirit and conduct of the government. The trade would be infinitely greater, if we had access to several ports of the empire.

1327. You have stated that the Chinese government are aware of the advantage of the great trade with Canton?—I cannot say that they ever expressed themselves so, but very much the reverse: it may be inferred that they value it, to the extent of the revenue which they derive from it, and which is

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1328. What is the amount of revenue remitted annually by the Hong?—I have heard it stated at 2,000,000 of taels; but that is a trifling sum.

1329. Is not that about £650,000 a year?—It is.

1330. Does not that amount include the port charges of the port of Canton?—I should think it does; that, on whatever grounds it is calculated, it includes every source of profit to the government.

1331. Are there any local charges upon the trade at Canton, independently of the government duties?—I should think that the heaviest charge on the foreign trade at Canton was in the shape of extortion; much heavier than what finds its way to the coffers of the Emperor.

1332. Independently of extortion, is there any portion of the charges upon the trade which is locally appropriated at Canton?—There is a charge called the consoo charge, for the benefit of the corporation of Hong merchants.

1333. Have you ever seen in the Canton Register, that the Hoppo, or treasurer of the place, is stated to have remitted annually to Peking between 1,900,000 and 2,000,000 of taels?—I may have seen it, but I should not found an opinion on any thing that I saw in the Canton Register: it is not a work of sufficient authority.

1334. Are you aware whether the revenue remitted is merely the revenue on imports, or does it comprise the transit duties also?—It must include the revenue of exports also; for the Chinese charge a tax of 3*d*. a pound on the shipment of teas at Canton.

1335. Are you aware whether the Chinese levy at Canton any duties in kind?—I am not aware of any such duties at present. There are a few clocks and watches, and such things, which are annually sent up to the Emperor.

1336. Are you not aware that the port charges go to the Hoppo, as his private perquisite?—No; there is a proportion of about one-half which goes to the Hoppo: the other ought to find its way to the Emperor.

1337. In your former evidence you stated that the government of China is as independent of foreign trade as that of any country in the world: how do you reconcile that with the statement afterwards given, that in 1814, when the English supercargoes suspended the foreign trade for six months, the government were so much affected, that they yielded to the terms dictated by the East-India Company?—I do not think that goes to contradict my former assertion, that it is as in-

dependent as any government in the world," though it was thought proper in that case, by the local authorities of Canton, to continue this trade with foreigners. The English were (at that moment of war) the *only* traders at Canton; and if *they* had been excluded all trade must have ceased.

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1338. Have you ever heard what proportion of the population are maintained in growing teas?—I cannot speak to that. We do not know what their whole population is, nor, accordingly, any fractional part of it; our sources of information are so unsatisfactory. Even their own books seem most contradictory, and to be founded on no grounds that can be relied on.

1339. Do you mean to say that the Chinese government, so long established, have no statistical tables or estimates, accessible to foreigners, of the population of different districts?—I have seen one of those accounts, in which the population is made to be about 250,000,000; but I do not attach a great deal of faith to the correctness of it.

1340. Are you to be understood to state, that the provinces of Fokien and Kiangnan are principally employed in rearing tea?—Fokien, Kiangnan, Tchekiang, and Kiangsee.

1341. From what you have seen of China, is not it very difficult for the lower classes to live? Is not there a great competition for labour?—I do not think there is much more abject, miserable poverty there, than in many other countries of the world: I am sorry to say, than in our own: I mean in proportion to the population.

1342. Are not wages low in China generally?—Wages are low, but the wants of the people are rendered comparatively few by the superiority of their climate: they are more independent of clothing, and lodging, and fire, than the inhabitants of colder countries.

1343. Has it not come to your knowledge, that there have been frequent rebellions and disturbances in different provinces in China?—From famines.

1344. What would be the effect, in your opinion, on a dense population like that of China, if the foreign trade, admitted by the statements to be so large, was suspended. Would it not add very much to the distress existing there?—It might to the local distress of Canton, but I do not think it would be felt out of the province of Canton; except, perhaps, in the tea districts.

1345. Are not those tea districts extensive, and their population numerous?—They must be large, judging from the quantity of tea which we export, and which is known.

1346. Do you not consider that very serious evils affecting the government would arise if their foreign trade was put an end to?—I am not aware that any evils arose in those ports from which we have been already excluded.

1347. Do not you conceive that there was a proportionate

- 1 Mar. 1830. increase of export from Canton, when the exclusion of foreign trade took place in other ports?—Yes; but I spoke with reference to the *local* evils: not the general effect upon the empire, but the local evils suffered at those points from which the foreign trade was abstracted.

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1348. If the produce of those ports found its way to Canton, would not the local inconvenience be limited to the inconvenience which might be sustained at the other ports?—The local inconvenience would be local to those places from which it was taken.

1349. Are you not aware that the tea province of Kiangnan is by far the largest and most populous province in China?—It was so long before the foreign trade ever reached China; it is a matter of ancient history that it always has been so.

1350. Has not the old tea trade, as an export, grown up since the time when it was excluded from the other ports, and must not circumstances be very much changed since that time?—That is a matter upon which I cannot speak from positive knowledge. The export of tea has grown up since that time; but in what proportion it has added to the population of those provinces, I cannot state.

1351. You are aware that the trade of 50,000,000 or 60,000,000 of people in Bengal is confined to the port of Calcutta. Would not the closing of the trade of Calcutta affect the general prosperity of the country?—I should think that, as we are masters of the country, our imports into India spread more uniformly over those dominions than they do in China, where they are restricted to Canton. It has been estimated that barely one-ninth of our imports is consumed in the north of China, on account of the distance.

1352. The question refers to exports from China?—I am persuaded that the inconvenience would be chiefly local. The influence of foreign trade does not extend very far inland from Canton. I have had reason to form that opinion from what we saw in the embassy.

1353. What is the population of Canton by the nearest estimate you have heard?—There are no sources from which I can give correct information.

1354. Have you never heard that the population, living actually in boats on the Canton river amount to nearly 1,000 000 of people?—I can only say I do not believe one word of that assertion; it is an outrageous estimate. Forming an opinion from what one sees, I should compare it with the river at London, and should say it was not any thing like so much.

1355. What do you suppose the population to be of the city of Canton and the suburbs?—I should think it cannot be a fourth or a fifth of that of London.

1356. Do you mean that, according to the best estimate you

can form, the number of persons living by occupations on the river at Canton is not greater than it is upon the river Thames? — That it is not so great as the number upon the river Thames at London; I mean the floating population in boats, and ships, and barges.

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1357. Do not the rivers and canals of China afford great facilities in carrying on the trade to and from Canton; and are not the individuals so employed as industrious and enterprising as men can be?—With all that has been done, the facilities are in a very inferior state to what they might be. The river which brings the teas to Canton from the frontier of the province, where it has to cross a high mountain, is a mere trout-stream for a great proportion of the way; and foreigners of all descriptions have been obliged to wait at Canton for months on account of there not being enough water in that river to float the vessels that bring the teas.

1358. Would you consider those individuals who carry on that communication more commercial than the population of Bengal?—The Chinese, if left by their rulers to themselves, would perhaps be the most industrious and commercial people in the world.

1359. Are they not, so far as you know, the most commercial people in the whole of the East?—Except the Arabs, perhaps; they do not navigate so far as the Arabs do.

1360. Will you have the goodness to explain how you reconcile what you have just stated with the answer you gave in your first examination, that the character of the Chinese was that of a decidedly anti-commercial people?—I am speaking now with reference to their *internal* commerce, the very circumstance which makes them so independent of *external* or *foreign* commerce. In my former answer, I was speaking of foreign commerce.

1361. Can you form any estimate of the quantity of tea retained for home consumption in China, as compared with the quantity exported?—No; it must bear a certain proportion to the population; but the quantity of tea consumed by the Chinese generally is very small. They economize the use of it wonderfully. An ordinary Chinese puts his tea leaves into the tea-pot in the morning, and they last him through the day. The drink is kept warm by a contrivance which forms a stratum of non-conducting air between the two vessels that contain it.

1362. Is there no means of forming an idea of what is the proportion which is exported as compared with that which is retained?—The proportion could only be ascertained by positive information as to the whole quantity produced; but that information has never been obtained.

1363. Have you no information, however general or however rough?—None whatever, as to the quantity that is produced; assertion is very easy, but proof is not equally so.

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1364. Are you aware that the English and Americans have exported exceeding 40,000,000 of pounds of tea?—The Company have exported about 30,000,000, and the Americans about 8,000,000 by the last account.

1365. Taking the rest of Europe, is it not altogether within 40,000,000?—The consumption of Russia is stated at about 5,000,000, the consumption of the continent of Europe is not quite 5,000,000, and the consumption of the whole civilized world, besides England, is about 22,000,000, while the consumption of England is about 30,000,000.

1366. Have you ever heard any estimate of what quantity is used for internal consumption in China?—I have never heard any information on the subject that I can rely upon.

1367. Is the tea exported to Russia raised in the southern provinces from which we obtain our tea?—It is, I believe, raised in the northern part of the empire.

1368. Do you know where?—I am not very certain as to the locality. It is a different species of tea from what we use, and that is the best proof of the difference of the locality.

1369. Is there any quantity grown in the western provinces?—Not in the western. It is grown on the line of sea-coast on the eastern side.

1370. Are you aware that when tea has been exported and turns out bad, if the chest is returned two are given for one?—That may have happened in individual cases, and in the instance of the merchant Howqua, who is known for his liberality and his wealth; but I doubt it altogether as a general fact.

1371. Is it not a general thing on the part of the Company?—It is a different operation in the case of the Company; the Company debit the merchants in their books. As an insulated act of voluntary and spontaneous generosity, it may be intelligible on the part of a rich Hong merchant like Howqua; but the Company could hardly venture to do such a thing on their own part as to exact double the amount of all losses.

1372. Have you heard of the Hong merchants doing that to the Americans and private traders?—I have heard of cases in which Hong merchants have refused to make *any* remuneration: it has always been an act of spontaneous good feeling on the part of the Hong merchant that did it.

1373. Are you not aware of instances where that has been done?—I am aware of a great number of instances where it has been declined.

1374. Can you state any instance?—I know an instance in which a Hong merchant made it part of his stipulation that he should not be obliged to make good the loss of the tea that was returned.

1375. From such stipulation would you not infer that the

contrary practice had been the general rule?—All my information goes to prove, that it has *not* been the general rule; that most of the individuals that have been applied to have refused, and that the generality of the rule has been in the other direction.

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1376. On what ground, then, do you suppose that previous stipulation could have been made?—It was a mode which that individual adopted to save himself from unpleasant applications, which he was determined to refuse.

1377. You have stated you consider the heavy duties on foreign manufacture as a proof that the people are anti-commercial, and wish to check the trade with foreigners?—It is partly a proof of that, and partly a proof of the greediness of the Chinese government.

1378. Can you state the highest rate of duty laid on any manufacture?—I cannot call the highest rate to mind at this moment.

1379. That is one of the reasons why you consider the Chinese government averse to foreign trade?—It is *one* of the reasons.

1380. If you were shown that England lays twice as much duty on foreign manufactures, would you conclude that England is an anti-commercial country?—The fact would go generally, and in the abstract, to sanction the inference.

1381. You have stated that the Company derive great advantage from their superior class of shipping; are you aware of the disadvantage the Company have in regard to the rate of freight?—That is the price which they pay for the advantages.

1382. Are you aware that the Company are paying from £26 to £27 per ton, whilst tea can be imported for £9 or £10 per ton in other ships?—I believe that the average payment for tonnage, on the part of the Company, is not so high as that stated in the question.

1383. Are you aware what the average freight at present is in the Company's regular ships?—I know it has fallen 50 per cent. since the war; but I cannot speak to the present amount.

1384. Are you aware what the difference of freight to the Company would be on the 28,000 tons, beyond what any other ~~middle ships~~ could bring the tea to England, for?—I cannot answer that exactly. If it was deemed advisable, I consider an act of the Legislature might oblige the Company to go into the market for their tonnage like other merchants.

1385. You have stated as another advantage of the Company's large ships, that they are better adapted for the stowage of teas; can you state, of your own knowledge, whether a 500 ton ship, carrying tea to Canada, or bringing tea to England, has brought the tea in a worse condition than that which is brought in the larger ships?—The standard of teas that we send to the

1 Mar 1830. North American colonies is inferior to the standard imported into Great Britain. I can speak to the fact of one ship, the *Barkworth*, having delivered her cargo in a most deplorable condition, and entailing most serious loss.

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1386. Can you state the circumstances of that case? It arose from her general condition as a ship. I believe that in most cases the cargoes are turned out in a worse condition from ships of that description than from the Company's regular ships.

1387. You know that a small ship does not carry so much in proportion as a large ship?—I am aware of that from personal knowledge.

1388. Since you have been at Canton, have not the country traders had some very large ships, of 1000 or 1200 tons?—Not of that last capacity. I have heard of their having a few large ships lately: but the American ton is less than ours.

1389. Are you aware that practically, as their old ships wear out in India, they are gradually introducing a smaller class of ships, more approaching the American ships, for the whole of the country trade?—I am not aware of that.

1390. Are you aware that the ships that now visit China from India are smaller than they used to be?—I am not aware of that.

1391. Besides the tea which comes from the two provinces which chiefly supply Canton, is there not also tea grown in many other parts of the empire?—I believe it is a product which is dependent very much on soil and climate, and that for that reason it is principally confined to the provinces which have been mentioned.

1392. When you tasted the tea at Peking, did that appear to you to be of the same kind as the tea brought to Canton?—It was generally rather different.

1393. Do you apprehend that it came from the same provinces?—I have understood that tea is grown in one of the north-western provinces, towards the great wall.

1394. But in no other part of the empire to any great extent?—Not to any great extent.

1395. Not even for home consumption?—To a certain extent; there is a coarse tea grown for the use of the population throughout the empire.

1396. Have you ever had specimens of those teas brought down to Canton?—Yes; I have seen specimens, which I was informed were of that coarse description, and which were of a very inferior character.

1397. You stated that you thought that the tea you tasted at Peking was different from what you got at Canton; did it appear to you to be of a higher and finer flavour, or otherwise?—It did not suit our taste: we thought it generally inferior.

1398. Did you understand what district that came from?— 1 Mar. 1830.
It is thirteen years ago; and if I inquired I have forgotten it.

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1399. What do you apprehend to be about the annual consumption of a Chinese family of six persons in tea?—It is an extremely small quantity, on account of the economizing way in which they use it; not nearly so much as is consumed by a middling family in England, because we use it in a more prodigal manner.

1400. Do you apprehend that the population of every part of the empire use tea?—I believe almost universally.

1401. Do you apprehend that the produce of the two provinces which you have mentioned is circulated to every part of the empire?—I should think not, on account of the high duties on transit.

1402. Then a very large part of the population are supplied through the growth of their own neighbourhood?—Of the lower population, of those who cannot afford to pay such a price as arises from distant carriage.

1403. Are the finer teas circulated from the provinces where they are grown to the distant parts of the empire?—I have no doubt that any portion of the population that can afford to pay for the best tea, will pay for the best, wherever it comes from.

1404. Could you learn whether there was any considerable internal trade in tea carried on?—The mere trade in the transportation of tea, that we give rise to, is very considerable; but I cannot speak very certainly with regard to internal matters connected with China.

1405. You state that you think the tea consumed by the Chinese is proportionably small, from their using the leaves over and over again; do they not use it at all times of the day?—They use it very generally as a drink; they never drink plain water, I believe, if they can help it.

1406. Is it not their habit to be continually drinking it?—They drink a good deal of wine at their convivial meetings, and the tea is only introduced as it is among us, at the end.

1407. Is it not the habit of those who have leisure to be sipping tea at almost all hours of the day?—It is the general beverage of the country; in fact, water slightly tinged with tea. I should call it. I speak of the common people. It is used at all hours of the day: there is a vessel which stands in the principal apartment of the house, and which is available to all the inmates.

1408. Do you not apprehend from that, that the consumption of a family must be very considerable, however weak it is, if it is carried on at all times of the day by all the members of it?—I know that the quantity they use is extremely small. Their figurative expression for 'poverty' is 'weak tea and insipid

1 Mar. 1830. rice,' which means, that they have nothing to add to their rice, and that they cannot afford to drink their tea strong.

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1409. Do you know what the success of the tea-plant of the Brazils has been?—An utter failure, I have understood.

1410. In the passage of the embassy from Pekin to Canton, do you consider that it passed through all the principal tea countries?—We did not pass through Fokien or Tchekiang.

1411. In those provinces was the culture of tea very universal?—It was extremely partial where we passed; so much so, that it was rather an event in the embassy to come across a tea plantation. The provinces through which we passed are less devoted to the growth of tea than those provinces, Fokien and Tchekiang, through which we did not pass.

1412. Could any trader in the country, in your opinion, obtain tea upon better terms than the Company?—Certainly not; it arises from the pre-election or first choice which the large capital and regular trade of the Company has always hitherto secured them.

1413. You have spoken of the anti-commercial spirit which exists in China; is that the spirit of the government, or of the people?—It is the spirit of the government, founded upon those books which are the basis of their political institutions.

1414. It has been stated to the Committee, that the losses sustained by fire by American merchants at Canton have been made up to the persons suffering; do you know in what manner they were made good, or out of what fund?—If they were made good at all, it was in a very few partial and individual instances, of which I never heard, and at the expense of the Consol. I believe that the whole benevolence of the Chinese government on the occasion evaporated in a few pompous sentences; and I know of many persons who sustained severe loss without any relief.

1415. Could any European nation, in your opinion, export tea from Canton to Europe at a lower rate of freight than is paid by the East-India Company, or on lower terms generally?—I believe the evidence has gone to show that. I am not aware of the freight paid by the Dutch; but I believe the superior class of shipping employed by the Company entails on them a higher rate of freight.

1416. Are you of opinion that the East-India Company could obtain teas at a cheaper rate, if they paid for them in dollars instead of woollens and other British manufactures, and be thereby enabled to afford a supply of teas in England at a cheaper rate?—Certainly; the Chinese would sell tea cheaper for dollars to us, for the same reason that they do to Americans.

1417. Have the East-India Company imported any furs into China?—Yes, they have.

1418. To what extent?—To a considerable extent, in some seasons.

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1419. Have the Americans imported furs?—They have also imported furs.

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1420. To a large extent?—To a considerable extent, which will appear in the Report on the table of the Committee.

1421. Is it generally supposed at Canton that tea deteriorates very much in keeping?—I have heard some Chinese say that it is *better* for keeping, if properly stopped up.

1422. Is there any difference in price between fresh and old teas?—The Company pay less for the old teas that they purchase than for the new. I cannot speak so certainly as to Americans. The Company pay less, for this reason, that they are the teas which were rejected as not of contract quality, and therefore, being taken as inferior teas, of course a less price is paid for them.

1423. Is there any considerable quantity of ginseng imported by the Company to Canton?—It is exclusively the produce of some districts in North America, and introduced by the Americans, but held by the Chinese at a very low estimation, compared with what they themselves procure in Tartary, and which is a monopoly of the Emperor.

1424. Is there any ginseng grown in any of the territories belonging to the Company?—I am not aware of it; it is a wild plant.

1425. You stated it as an advantage belonging to the large ships employed by the Company, that none of them have been lost; and you stated that the risk of insurance was as nothing to 400; are you aware whether any of the large ships have been lost by shipwreck and fire during the last ten years?—I confine my assertion to homeward-bound ships.

1426. Do you know any instance where an American ship homeward-bound was lost during that time?—Not to my knowledge.

1427. You have stated that the Company's ships are independent almost of convoy in time of war; did you ever know a fleet leave Canton without a convoy in time of war?—My assertion was given comparatively; that if they had been a different class of shipping, they would have required a larger convoy.

1428. Are you aware whether it was known at the time Commodore Dance left Canton that war had been declared, or not?—I have heard there was a small frigate with them; but it occurred before I entered the service.

1429. Are you aware that there was an officer of the navy on board Commodore Dance's ship at the time that action took place, and that he was supposed to have contributed so much to the defence that the India Company made him a present of

1 Mar. 1830. £500 and a sword?—He could not have contributed to it by supplying the guns and the men with which the ships were provided; he might have contributed merely by his advice, in directing those capabilities which the ships already possessed; but I am not aware as to the fact referred to.

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1430. Are you aware what number of hands navigate a Company's ship for every 100 tons, and what number navigate, in ordinary circumstances, a ship of 400 or 500 tons?—I believe it is in some general proportion of ten men to every 100 tons; and I have heard that assumed generally as the proportion in all shipping.

1431. Are you aware that four men to 100 tons is the average complement for the American ships and the ships in the private trade?—I am not aware of that.

1432. You stated in your former evidence, that the tea-plant took two or three years to produce, and that in the mean time tea would be very scarce?—I stated that the circumstance of the tea plant requiring a certain time to come to maturity, was a circumstance which made it highly desirable that the annual demand for teas should be generally pretty uniform.

1433. Can you inform the Committee whether the practice of taking off buds and leaves from the plants brings on a premature destruction of the plant?—I am not aware of that. It is done probably at times and seasons which are calculated to obviate such an effect.

1434. You were understood to state, that in consequence of the tea-plant taking a certain number of years to produce, it required a peculiar sort of demand, and that the supply would not be produced unless the regular demand were continued?—I meant to state to this effect, that tea is a product which could not be grown in exact accordance to a fluctuating annual demand, because it cannot be produced like a crop of wheat, for instance; and that, therefore, in order to keep up the average quality of the produce, it was desirable that the demand should be as little fluctuating from year to year as possible.

1435. Are you aware that coffee and pepper, which take three or four years to produce, have come down in price under the varying demand which has taken place?—I know nothing about the produce of these articles.

1436. You have stated that the last consignment of woollens is expected to yield a profit; is that the consignment of the year 1827-8, or 1828-9?—It is the consignment of the year 1828-9.

1437. To what circumstance do you consider it owing that this consignment will yield a profit, whereas for the last few years you have represented the woollen trade as a losing concern?—It will arise from the very great fall in the invoice cost.

1438. Has there been any rise of price or any increased de-

mand in China for woollens?—None to my knowledge; rather the reverse.

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1439. At what period do you consider that the woollen trade began to be a losing concern to the Company?—It was in some measure since the American competition.

1440. It appears by the papers laid before the House, that in 1809, and up to 1813 and 1814, the export of woollens amounted to 260,000 pieces; that in the year 1815 they had fallen to 161,000 pieces; and that in 1827 they amounted only to 123,000 pieces; will you explain what you consider to have been the cause of that decline?—The Company before endured a greater loss, and a loss which they did not feel justified in continuing to endure.

1441. Do you imagine that when the Americans entered into the woollen trade, and, as you say, drove the Company from the trade by their competition, that they sustained a loss?—I understand that they made use of the woollens merely as a remittance from Liverpool; that *direct* from America they preferred taking *dollars*. I have understood, that from the circumstance of the American ports being to the leeward of the trade wind, a ship is as long going direct from America, as by touching first at Liverpool; and accordingly they found it convenient, being at Liverpool, to take woollens (though they might lose by them to a certain extent) as a remittance.

1442. Do you conceive that the Americans did lose by the export of woollens to China?—I have heard that they have lost on particular articles of woollens. I believe the American importation of woollens into Canton has never reached *one-fourth* of the Company's importation. I was asked in my last evidence whether, if it could be proved that the Americans made twenty or thirty per cent. on some articles of importation on which the Company lost, it did not go to shew that they had some superior mode of introducing the goods: now, I believe, that they have not generally made any such profits; and I should say, that it is contradicted by the fact of their not having increased their importations. If they had made twenty or thirty per cent., they would have increased their importations: and I infer, from their not having increased them, that those large profits were made only in a very few individual instances, and that where they were made, it was by evading the port charges.

1443. Did you never hear that the losses on the American trade were confined almost entirely to the return voyages to America?—Yes; because the proportion of specie which the Americans have introduced at Canton has been overwhelming when compared with the amount of their woollen importations; in the proportion of five or six to one.

1444. The question refers to the trade carried on by Americans from Liverpool to Canton, and back to America; did you

1 Mar. 1830. never hear that the losses incurred upon those voyages fell almost entirely upon the return cargo?—I cannot speak to that.

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1445. Can you state the amount of the Company's investment in woollens, which you say is now profitable?—The returns shew it to be about £800,000.

1446. Do you consider that, at the present prices of woollens in England, the importation of woollens into China is likely to be profitable?—I understand that the last importation of the Company will yield a profit *upon the whole*, in consequence of the invoice price being lower in England.

1447. Are you aware whether there has been, recently, any increased demand in China for cotton-yarns?—I am not aware of it. My experience goes to prove the importation of cotton-yarn to have been unsuccessful; but I have not been in China since the latter end of 1828.

1448. Have you seen an article in the Canton Register, of the 3d December 1828, stating that there has been a great rise in the demand for cotton-yarns, and particularly from a new quarter, from the northern provinces of China?—I do not remember having seen that.

1449. Should you consider that the Canton Register is authority upon these commercial subjects?—To a certain extent it is.

1450. Is it as good an authority as price-currents generally are?—Possibly it may be.

1451. You stated that one of the great objections to the consumption of woollen goods in China was, the distance and the expense of transit?—Their being suited to the consumption of the northern provinces, to which we have no access.

1452. Can you state the mode in which the woollens of Saxony are introduced into China?—I have heard of some small quantity of *British* woollens being imported through Russia, but I am not sure of it.

1453. Have you heard that a large quantity of Saxony woollens are imported through Russia?—No, I am not aware of that.

1454. If that should prove to be the fact, is not the transit by that mode infinitely more expensive, and longer in point of duration, than any internal transporting which can interfere, on the ground of expense, with the consumption of British woollens imported into Canton?—The demand must be greater in the cold provinces for such commodities.

1455. Taking the place of consumption to be the northern and the colder provinces of the empire, is not the transport from Russia over-land infinitely more expensive and more distant than the mode of communication which we have by Canton?—No; I am not aware of there being those heavy transit duties levied in that direction that are levied through the provinces of China.

1456. Do you conceive that the transit duty from Canton to the northern provinces would be sufficient to counterbalance the whole waste of time, and the expense of land-carriage across the continent of Asia?—I think it possible; but the whole question is speculative, and cannot easily be brought to a calculation.

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1457. There is a letter of the supercargoes, referred to in the report of the Committee in 1821, in which they state that the American trade in woollens was interfering very much with the Company's trade: has it of late years interfered much?—I believe that they have interfered more or less; but the American trade in woollens has not increased lately.

1458. Do you believe it has made the trade of the Company more losing?—It entailed a fall in the price of our woollens, and its depressing effect must have continued.

1459. You state that the quantity of woollens imported by Americans has not increased; have you any knowledge on that subject?—My knowledge is partly derived from the printed report, and from the latest return of the trade at Canton, which makes the whole exports and the whole imports, each of them, only about 6,500,000 dollars.

1460. You took your information, then, from the papers which have been laid before Parliament?—And from papers which I obtained from the India-House—the latest return from Canton.

1461. Do you know the quantity of hardware imported into Canton by the Company?—They made an attempt, some years ago, to introduce cutlery and hardware; but the articles were unsuited to Chinese use: they did not know what to do with them.

1462. With respect to iron, cast and wrought, is there much importation of that into China?—We send about 1,800 tons of iron per annum.

1463. Is that a profitable investment?—Yes; it generally yields a small profit: there is a duty charged by the Chinese of about 5s. 10d. a cwt. on iron.

1464. Is there any demand for quicksilver?—A very limited demand. I believe it is partly introduced by the officers of the Company's ships.

1465. Did not the Austrians endeavour to establish a trade with China?—I have not seen an Austrian ship there, I believe, since my residence in the country.

1466. In your former examination you stated that the country trade had derived very important advantage and assistance from the Company's Factory, inasmuch as when there was an attack made by the Chinese upon the privileges and trade of foreigners generally, in the year 1814, the Company then made a stand, by which they gained advantages which necessarily extended

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to the country trade ; are not you aware that the merchants of India, on that occasion, remonstrated with the East-India Company, and claimed indemnity for the heavy losses which they had sustained by the interference of the Select Committee with their trade upon that occasion?—The Company lost too ; but they considered that the objects which they were contending for were more than a counterbalance for the temporary inconvenience. I am aware that the country ships suffered by the detention ; and I am aware, also, that the Bombay merchants applied to the Government in England for redress, and that their application was rejected.

1467. Do the Americans who trade to Canton carry on a large share of their business with the outside merchants?—They do, a considerable portion.

1468. Do they do more than the private merchants trading from the continent of India?—I believe they do ; for this reason, that their trade is directed to articles of commerce which are better suited to the outside dealers, such as silk piece-goods, which are very much a trade of detail, as to patterns, &c.

1469. Are there among the outside dealers men of capital, character, and credit?—They are so little to be trusted, that I know numbers of individuals who have suffered most severely by their transactions with them.

1470. Supposing an outside merchant is indebted either to an American or an English merchant, could he get redress by any judicial proceeding against any outside merchant, who has thus become his debtor?—The Chinese government warn all foreigners to beware of dealing with those men, because it will not guarantee their losses. This appears from the proclamation already read.

1471. Would they acknowledge a suit or an application made to the Chinese government to enforce payment against an outside merchant?—They would expressly disavow it, and deny all remedy, stating, at the same time, that the foreigner must bear the consequences of his own dealings.

1472. Would not the Chinese government consider the Hong merchants who secured the ship as responsible for the loss?—I do not know what they might do at present ; but during the whole of my residence in the country it has been very much the other way. The government certainly would not give security to any transactions with the outside people. The Hong merchants are security for the *duties*, but not for the *debts* of the outside dealers.

WILLIAM CARTWRIGHT, Esq. called in, and examined.

1473. Have you resided at Buenos Ayres as a merchant?—I have, for nearly eleven years.

1474. Are you acquainted generally with the trade of the southern states of America?—I am.

1475. Is there any trade carried on from those states direct to China?—Yes. 1 Mar. 1830.

1476. In what does the trade consist?—It consists in taking out specie from those states, and bringing back the produce of China, consisting of a variety of articles, tea, nankeens, silk, satins, furniture of various sorts, fans, and a variety of fancy articles.

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Esq.

1477. In what bottoms is this trade carried on?—Almost universally in American bottoms.

1478. Has it been a profitable trade?—I have understood so.

1479. When did the trade commence?—It has only been carried on occasionally as opportunities have offered: perhaps not during the whole of the time that I resided there; but I know it was carried on from Buenos Ayres in the years 1822, 1823, and I believe 1824.

1480. Is it generally a circuitous trade; that is, a trade beginning in the United States with a cargo to some of the ports in South America, and from those ports to China?—No; the trade has usually commenced at Buenos Ayres by American vessels being chartered in Buenos Ayres, from thence they proceeded to the west coast (generally Valparaiso and Lima), where they had to take in dollars (dollars being there more abundant than they are in Buenos Ayres), and from thence across the Pacific to Canton, and returning by the Cape of Good Hope to Buenos Ayres. There is likewise, I believe, a trade between the west coast direct to Canton carried on under the American flag.

1481. Is there any trade carried on from the north-west coast under the American flag?—I have understood there was, in skins and furs.

1482. Is there any considerable consumption of tea in those new states?—The consumption of tea has materially increased of late years in those countries, in consequence of the tea which has been usually consumed there by the natives of those countries being from Paraguay, and their not being able to procure it now in sufficient quantity. Some political disputes having arisen between the government of Paraguay and the other states of South America, they have not been able to receive their usual supply of that article, in consequence of which the consumption of China tea there has increased, and is likely to increase still further, in my opinion.

1483. Is the Committee to understand that the supply of tea for the consumption of those states was derived from the province of Paraguay before the interruption of the intercourse?—Yes; the natives of those countries have usually consumed the tea of Paraguay.

1484. Is that the same plant as the tea of China?—No, quite a different plant.

1 Mar. 1830.

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Esq.

1485. Is the tea of China preferred to the tea of Paraguay, or is it of necessity that they have recourse to this substitute?—I should think more from necessity than choice; but having acquired of late years a habit of drinking the China tea, I think the people have become latterly more fond of it than they were before; and from that circumstance I infer, that even if the prohibition were taken off the Paraguay tea, there would still be a considerable consumption of China tea, from their having acquired a habit of drinking it now for some years.

1486. Is the consumption of silk goods from China considerable?—It is.

1487. Is the Paraguay tea known in Chili and Peru as well as in Buenos Ayres?—It is.

1488. Is the tea of China now equally substituted there?—I imagine it is; I have not been in those countries, but we have had commercial establishments there, and I have understood that the consumption of China tea throughout all those countries is increasing.

1489. From your commercial experience and knowledge, do you think that, as those states become settled and prosperous, there will be a considerable trade between them and China?—I think there will.

1490. What is the voyage from Valparaiso to Canton?—I should suppose the voyage may be considered from two to three months across the Pacific: two months perhaps. I know that vessels have gone that voyage from Buenos Ayres round to Chili and Lima, and to Canton, and returned to Buenos Ayres within the twelve months, making the voyage round the world.

1491. Then the trade, in your opinion, to whatever extent it may be carried on, will be principally an export trade from China, and in all the articles that those countries may want in that part of the world?—Yes. I should wish to observe, that at the present time the great consumption of goods from China does not consist in tea, but in silks, satins, and a variety of articles manufactured in that country; but that tea is an article of consumption that is likely to increase.

1492. Were you interested in any of the adventures to which you have referred?—I was, in one instance.

1493. Were these adventures profitable?—I have understood they were, and that they would have been more so, but very high freights were paid.

1494. In what years were the freights so high?—The year that I allude to was that of 1822.

1495. What circumstances occasioned the freight being so high?—A very few of the American vessels that come out to that country have instructions from their owners to take char-

ters for China, and of course the number of vessels that offer for that trade is very few. 1 Mar. 1830.

1496. Do you recollect what the rate of freight was?—It was as high, I believe, as from £20 to £22 a ton register for the voyage out and home, going round by Valparaiso and Lima.

W. Cartwright,
Esq.

1497. Is copper an article of export from the southern states of America to China?—It is exported from Chili; and I believe it finds its way to China.

1498. Cannot those states be supplied with all articles that they may require of China produce or manufacture cheaper from China than from any other part of the world, on account of their local situation?—I think they may; those articles costing less in China than they do in other parts of the world.

1449. Would they not come cheaper in a direct voyage from China to those states than by any other course?—Decidedly.

1500. Do you suppose that British ships would have been employed in this trade if it had been lawful for them to engage in it?—I have no doubt of it; inasmuch as the trade has been chiefly carried on on British account and with British capital.

1501. Do you apprehend there is a risk of this trade getting into American channels, so far as the shipping is concerned, in consequence of the impossibility of British bottoms being employed in it?—Certainly; that has hitherto been, and I have no doubt will continue so, as long as British ships are prohibited. Those persons who carry on the trade will, in such case, have recourse to American or foreign vessels.

1502. Have you ever known any furs collected on the south-west of America by British merchants, which have been brought to this country, to be sent from this country to China?—No such trade has ever come under my experience, though I think it a very likely one to have been carried on.

1503. Is there any tea brought from Paraguay to the states you have mentioned?—It is not altogether interrupted; occasionally licenses are obtained from the director of that country. They bring this article down the river to Buenos Ayres; but it happens rarely, and the price is very high.

1504. Do you consider that the increase which has taken place in the consumption of tea is entirely in the China tea?—At present it is.

1505. How many adventures had you to China?—I had only one.

1506. In what year?—In the year 1822, to the best of my recollection.

1507. Then you did not think it desirable to embark in any other adventure of that kind?—I left the country a few years

1 Mar. 1830. afterwards, and no other eligible opportunity had occurred to embark in a similar adventure, or in all probability I should.
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W. Cartwright,
Esq.

1508. But you have been eleven years there, and that was the only adventure you did embark in?—The only one.

1509. Was it profitable?—It was not a very profitable one, in consequence of the very high freight that was paid; still it left a very fair profit.

1510. What do you call a fair profit?—I think, if I recollect right, the profit was from 10 to 15 per cent. upon the capital invested.

1511. What was the extent of the adventure?—It was a joint adventure amongst a great number of British merchants there; and I think the amount invested was from 100,000 to 150,000 dollars.

1512. You have stated that there was very little tea in the return cargo?—Yes.

1513. Were the other articles chiefly furniture and satin?—If necessary I can state the exact amount, or nearly so, of the different articles that came back in the vessel that I allude to.

1514. When did you leave Buenos Ayres?—In the year 1826.

1515. Then you did not embark in any adventure after that?—I did not.

1516. Nor before?—Nor before.

1517. Did you know of any other adventure to China?—Yes, there were three or four in that very year and the subsequent one.

1518. Have there been any since that time at all?—I think there have been others, but I am not certain.

1519. Can you state any?—No; I know that several vessels sailed after the one in which I was concerned in 1822.

1520. Can you tell how lately any vessels sailed?—I cannot.

1521. Have there been any for these last four years?—I cannot tell, indeed; but I can say, that subsequently to the time at which I was engaged in it, other vessels were sent on the same voyage, but which I did not embark in.

1522. In 1826 you left Buenos Ayres, and you know nothing of the trade since that time?—Except from constant intercourse, having a commercial house there still.

1523. Can you inform the Committee how many ships sailed from Buenos Ayres to China during the eleven years you were resident there?—I cannot. In the year 1822, and I believe the the subsequent year, I know of four vessels having gone.

1524. Did you know of any vessels going before 1822?—Certainly; but I was not interested in any of them, and did not take any particular account of them.

1525. Do you know how many went from Valparaiso or from Lima?—No. 1 Mar. 1830.

1526. Then your evidence only relates to the trade between Buenos Ayres and China?—It only relates to the trade between Buenos Ayres and China; except that, from my intercourse with the other countries (having commercial houses both in Valparaiso and Lima), I am so far acquainted with the trade of those places, and I know that there is an increase consumption of China produce in the whole of those countries.

*W. Cartwright,
Esq.*

1527. Have you any objections to state why, if you found those adventures profitable, you engaged in no others?—It was not at all in our way of business to enter into adventures of that kind; our commercial pursuits are of a different nature.

1528. Are you engaged in trade now?—Yes.

1529. Where do you reside?—In Liverpool.

1530. Would not the produce of Buenos Ayres, for instance hides and tallow, become a profitable investment to China?—I am not aware that it has ever been tried.

1531. Can you state at what rate of freight you could get a British ship to go from Buenos Ayres to China and back again, if it were a legal voyage?—I can only state, that the produce of that country was shipping in British vessels on the voyage to England at the rate of about £4 to £5 a ton, and the outward freight might be estimated at perhaps £2. 10s. to £3 a ton, and the outward and homeward voyage together would take about nine or ten months.

1532. And the voyage you have mentioned was done within twelve months, for which £20 to £22 per ton was paid?—That was, I believe, the general rate of freight; but I cannot recollect at what rate the vessel was chartered in which I was interested.

1533. Do you recollect the size of the ship that was chartered?—I think she was a vessel from 350 to 400 tons.

1534. Have you exported any Paraguay tea to Buenos Ayres?—Never.

1535. Do you know the price at which it was sold per pound at Buenos Ayres?—When the article was plentiful in Buenos Ayres, it generally sold (to reduce it to sterling) from 7d. to 9d. a pound.

1536. Was it drunk by the merchants at all, or only by the lower classes?—Not much by the Europeans, but generally by all classes of the natives of the country, as well as by the Spaniards who have long resided there.

1537. How is that price as compared with the price of China tea?—I cannot state the exact price, but I think the black tea was usually sold in Buenos Ayres from 2s. to 2s. 6d. per pound, and the green tea from 3s. to 3s. 6d. or 4s.

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1538. What is the duty?—The duty was then twenty per cent. ad valorem.

1539. Did any of those ships trade with the eastern Archipelago?—None that I am aware of.

1540. Can you state whether that has been a profitable trade since 1822 or not?—I have no means of answering that question.

1541. Have you no means of stating up to the time you left the country in 1826?—The only means I have of judging is from persons having pursued the trade after the period I have mentioned. I should suppose, if it had not been profitable, it would have been abandoned.

1542. You stated that the rate of freight was from £20 to £22 a ton, did the freighter pay the port charges at Canton, or the owner of the ship?—The owner of the ship.

1543. Do you consider the tea imported to Buenos Ayres from China to be as good as the tea consumed in this country?—Quite as good.

1544. Do the vessels which go to Valparaiso and Canton stop at the Phillipine Islands?—I think not. I have heard of their calling on their way at the Sandwich Islands.

1545. What do you suppose could have been the freight from Buenos Ayres to Canton and back, supposing the freighter to have paid the port charges at Canton?—I cannot precisely state what a British vessel might have been procured at for that voyage; and I am not acquainted exactly with the amount of port charges at Canton.

1546. What do suppose would be the rate of freight for a British ship, according to the present general rate of freight, for a voyage from Buenos Ayres to Canton and back, supposing the freighter paid the port charges?—I should think that a vessel for that voyage might, at the present time, be chartered at the rate of from £8 to £10 per ton register for the round, and perhaps less.

1547. You are a considerable ship-owner?—I am interested in several.

1548. Is there much difference between the rate of freight now and what it was in 1822?—Judging from the freights we obtain from South America, there is little difference.

1549. Do you think the £8 a ton would remunerate the ship-owner?—I am not prepared to say that; I think that vessels might be engaged at about that rate.

1550. Do you consider that £8 to £10 would be a fair rate at the present time?—Yes, according to the current rates to other parts.

1551. Do you know whether any other country, except the Americans, are engaged in the trade from the Pacific to China?

—Several of the natives of Buenos Ayres are engaged in that trade. 1 Mar. 1830.

1552. Do you know whether any other bottoms are engaged in it; the Dutch, for instance?—I do not know; I dare say there may be Dutch vessels engaged in that trade.

W. Cartwright,
Esq.

Martis, 2° die Martii, 1830.

Captain ABEL COFFIN called in, and examined.

1553. You are a citizen of the United States?—I am.

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1554. In what part of the United States?—Newbury Port, a town of Massachusetts.

Capt. A. Coffin.

1555. Have you commanded a ship in the China trade?—I have, three voyages.

1556. From what port did you sail?—Boston.

1557. In what years did you perform those voyages?—1822, 1823, and 1824.

1558. What cargoes did you take to China?—Specie, and some trifling cargoes of casks of furs, but nothing on account of the owners except specie.

1559. What quantity of bullion did you take out?—In 1822 I had 172,000 Spanish dollars; in the year 1823, I had 200,000; and in 1824, 165,000 dollars. At the time I had the 200,000 dollars it was not to be all invested in my ship; between 30,000 and 40,000 was to pay a debt that the owner had contracted on a previous voyage.

1560. What cargoes did you bring from Canton?—Teas, or manufactured goods, silk goods, cassia, and nankeen.

1561. Were the teas black and green?—An assorted cargo; about two-thirds were black.

1562. Do the Americans experience any difficulty in carrying on the Chinese trade?—None, that I have known.

1563. Did you ever experience any yourself?—Not any.

1564. Had you any supercargo?—The first voyage I had one; the two last I had neither supercargo nor clerk.

1565. What was the name of the ship?—The Liverpool Packet.

1566. And what was its burthen?—397 tons, American tonnage.

1567. Is that different from the British?—There is some trifling difference, but very little; I think it would differ about five or six tons from English tonnage, in a ship of that size.

1568. Is it larger or smaller than the British?—I think it is smaller than the British.

1569. Will you have the goodness to give the Committee an

2 Mar. 1830. account of the way in which you proceeded in conducting your transactions at Canton?—On the arrival of the ship at Whampoa the factor generally proceeds to Canton, there he calls upon the Hong merchants, or frequently the Hong merchants send their pursers to wait upon him on his arrival.

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Capt. A. Coffin.

1570. Do they send down to the ship?—Not down to the ship, but to his place of business. He will then make an arrangement with one of the Hong merchants to secure his ship; and generally we agree to trade with that Hong merchant, admitting that he will trade with us on as good terms as we can trade with any other merchants in general; but we buy one-third or one-half of our cargo of him, and sometimes the whole.

1571. But you do not give more for teas you purchase of him than you give to others?—Not in any way; we give him no further advantage than a preference of trade, if we can trade equally well with him.

1572. Do you give him any fee or *douceur* to become security for the ship?—Not any.

1573. Are there considerable facilities in the port of Canton for transacting business?—There are more so than in any port I have ever been in in India.

1574. Can you give the Committee any instance to prove that facility at the time you arrived there?—I arrived at Whampoa, on one voyage, when I was both master and supercargo of the ship; and I laid at Whampoa then fifteen days, and loaded there and sailed in that time.

1575. Did you trade from China to America, and from America to Europe?—From America to China, from China to America, and from America to Amsterdam.

1576. Can you give the Committee an account of any voyage you have performed?—I have here an extract of an American newspaper, giving an account of one of my voyages: it is headed "Despatch.—The ship *Liverpool Packet*, Captain Coffin, sailed from Boston on the 21st of July 1824, for Canton, arrived there, changed her cargo, and returned to Boston in eight months and twenty-nine days; afterwards sailed for Amsterdam, and performed the voyage there and back to Boston in seventy days, changing cargo: thus having completed two long and important voyages in eleven months and sixteen days."

1577. Is that an accurate account of the voyage you performed?—It is one day longer than the voyage was. I was eight months and twenty-eight days, instead of twenty-nine days; that is, the whole time from the time I left Boston to the time I returned to Boston again.

1578. Did you unload entirely at Boston, or only in part?—I merely discharged my silk goods and some teas that answered

for the Boston market, and brought on the remainder to 2 Mar. 1830. Amsterdam.

Capt. A. Coffin.

1579. Did you load at Amsterdam?—I returned in ballast.

1580. Have you had any dealings with the outside merchants?—I have. I have generally bought the greater part of my silk goods, and frequently considerable quantities of tea to complete my cargo, of the outside merchants. Generally, an outside merchant has some Hong merchant as his friend; goods are obliged to be shipped through one of the Hong merchants. They are bought of the outside merchant, and the probability is, that the outside merchant pays the Hong merchant some trifling compensation for shipping his goods.

1581. Do you find any difficulty in dealing with the outside merchants?—I never have myself; but I have heard others say there is not that security in trading with them. You are more liable to be imposed upon, which is not the case with the Hong merchants.

1582. What security have you of there being no imposition on the part of the Hong merchants?—Only their own.

1583. Can you mention any instances?—On one voyage I had five chests of tea which proved to be filled up with sawdust and brickdust. It was the time of the great fire at Canton, and it was some of the old remains of the fire; they weighed about equal weight with a chest of tea. When I went back I took it back, and took it to the Hong merchant, Puankhequa; and after sending his purser to see that it was his mark, he immediately, without saying any thing further, sent me ten chests. He gave me to understand, that it was not intentional on his part. I have no doubt that it was done on board the chop-boats. The people I purchased my goods of are accountable for the goods till they get alongside the ship. We buy the goods deliverable on board.

1584. What is the amount of a chop of tea?—Of black tea, generally about 400 to 600 chests. It is a quantity of tea grown on one piece of ground by one man; and of black teas it generally consists, sometimes it exceeds, 600 chests, and the green about 400 chests.

1585. Was the tea returned to you by Puankhequa of as good a quality as that which he had engaged to deliver before?—It was.

1586. Do you generally find that you can trust as much to the Hong merchants in their dealings with you as you can to merchants residing in other parts of the world?—I should think we might full as much.

1587. Can you mention the prices that you paid for tea in any given year?—In 1822, the first voyage that I was there, from 22 to 23 taels per pekul were paid for the souchong. It amounts

2 Mar. 1830. to the same thing as cents per pound; cents are $\frac{1}{16}$ of Spanish dollars: 22 taels would be about 22½ cents.

Capt. A. Coffin.

1588. What did you pay for the other descriptions of tea?—Bohea was, to the best of my recollection, 12 cents per pound; about 12 taels per pekul; congo was about 21 to 22; young hyson was 36; hyson was the same price; hyson-skin was 25.

1589. What do you mean by young hyson?—Young hyson tea, I believe, is the young leaf off the old hyson.

1590. Were those all fresh teas?—All fresh teas.

1591. What did you pay for gunpowder tea and for imperial tea?—Gunpowder, 50 to 55, and for imperial about the same price.

1592. Was the price of green tea higher in the year 1823 than it had been before?—It was.

1593. Had you any difficulty in that year in completing your cargo of green tea?—In 1823 I had, in obtaining as much young hyson as I wished.

1594. Could you, in the year 1824, obtain the young hyson that you required?—Not at all; but it was more plentiful than it had been. I was late in the year 1824, being one of the late ships that went against the monsoon.

1595. What difference in the price did the scarcity of young hyson, in the year 1823, make in the article?—It made a difference of between 36 and 42 taels per pekul.

1596. What was the price of the young hyson in the year 1824?—In the year 1824 I paid from 45 to 48 for young hyson.

1597. Have you ever seen a printed price-current at Canton?—I have; but I believe they have been sent out printed from Europe or America in blank; they were filled up at Canton.

1598. Is that a common practice?—That is the common practice.

1599. Is there, in your judgment, any difference between the quality of the teas purchased by the East-India Company and those purchased by the Americans?—I should think there was a difference, from 5 to 10 per cent. in favour of the teas purchased by the East-India Company.

1600. Does that apply both to black and green?—To the green teas I think it does not apply. Our green teas are equally as good as those imported by the Company. Souchong and congo I have myself bought there after it has been marked to go on board Company's ships, and paid a little higher for it.

1601. How did you contrive to get those chests?—The Hong put other printed papers over them.

1602. Were they intended for the Company's ships?—I believe they were; but the merchants wanting ready money sold them.

1603. Do you remember what you have paid for the tea so purchased?—I think it was 24 tales; that was in the year that I was paying 21 for the teas that we usually take to America. 2 Mar. 1830.
Capt. A. Coffin.

1604. Do you imagine that was part of the tea for which the Company had contracted?—I have no doubt that it was tea that was to go on board the Company's ships. I believe that the Hong merchant intended it; but wanting some ready money, he got it in this manner.

1605. Was it your general practice to pay ready money for the teas you purchased?—Generally. I have had credit in China when I have not had funds enough to load the ship.

1606. On which voyage was that?—The first and last voyage.

1607. From whom did you have it?—From Chumqua, one of the Hong merchants.

1608. What security did you give him?—I gave him my bill, payable at twelve months or on my return.

1609. Did you refer to the American consul there?—No other security than my own.

1610. Were you a perfect stranger to him?—So far a stranger, that I had only been acquainted with him on my first voyage there; but he considered, from my being in command of the vessel and having the management of the business, being concerned with the supercargo, that I must be a respectable person, and of course he required no other security. The merchant I sailed for had frequently had large credits.

1611. Then it is not an uncommon practice in Canton to give credit where the money for the payment of the goods is not immediately forthcoming?—No; between thirty and forty thousand dollars which I took out on one voyage, was to pay for a previous credit which the owner had had.

1612. Have you found equal facility in other parts of India?—I never have.

1613. What interest did you pay?—Eight per cent. per annum.

1614. At what time do the tea merchants usually arrive at Canton?—From November to December.

1615. Did you ever purchase teas of an old season?—I did.

1616. What is the difference in the price at Canton between the old and the new teas?—About four or five tales.

1617. Is that the case in all descriptions of teas?—In green teas I do not think it is so much: we consider that the black teas injure by keeping.

1618. What difference is there in the American market between the old and new teas?—Perhaps two to three cents per pound.

1619. When you say four tales, do you mean in the boher

2 Mar. 1830. tea or in the congo tea?—In the congo tea; not so much in the bohea tea. I never bought any old bohea.

Capt. A. Coffin.

1620. How were the three cargoes of tea which you bought disposed of?—Part of it was disposed of in America, but the greater part went to Holland.

1621. Can you tell what the teas sold for in Holland?—I think at 21 stivers. The last voyage, not having any thing to do with the business myself in Holland, being consigned there, having some shares in the voyage myself, I was furnished with account sales; but, to the best of my recollection, about 21 stivers for the Dutch pound.

1622. For what description of teas?—For the congo.

1623. Of the tea you purchased, was part of it from the Hong and part of it from the outside merchants?—It was.

1624. Are you able to state how the teas purchased from those two parties turned out?—I think that the tea was fully as good that I purchased of the outside merchants as that of the Hong. The outside merchant that I purchased it from had been established for many years, though within two years he has died; his name was Yoqua.

1625. What is the difference between the Dutch pound and the English pound?—112½ English, I think, makes 110 pounds Dutch.

1626. Can you state the price in Holland of any other description of tea besides congo?—I cannot.

1627. Is there any difference in the duties on American and on national ships in importing teas into Holland?—There is considerable.

1628. Can you state what it is?—I do not know the difference exactly; but I was told by the merchants that the circumstance of mine being an American ship made a difference of something like 28,000 guilders on the whole cargo; that is, about £2,200.

1629. Do the American ships perform their voyages cheaper than Dutch ships?—I think they do; they are more expeditious, and they also sail with fewer men. In the ship that I commanded I had twelve seamen, making altogether seventeen, and sometimes having a boy, making eighteen people, myself included.

1630. What would a Dutch ship of that size have?—Probably twenty-five.

1631. What was the size of the ship?—About 400 tons.

1632. Can you state what was the whole cargo of the ship on which that additional expense was incurred?—The investment in China was about 170,000 dollars.

1633. Would an American ship, nominally of 400 tons, carry more or less cargo than a Dutch ship of 400 tons?—The Dutch ships are rated by the last; but when I compare them with the

American ships, I speak of a ship that would bring the same quantity. 2 Mar. 1830.

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1634. Is not there a different mode of measuring the tonnage in American ships from the British?—I believe there is; we take half the breadth of beam for the depth of hold, the length of keel multiplied by the depth, divided by 95.

1635. Do you know the English way?—I do not know exactly the English way of measuring.

1636. Is not the American ton reckoned forty cubic feet?—It is.

1637. Do you know whether the English is reckoned the same?—I do not know.

1638. Is not a last about two tons?—I believe it is.

1639. You stated that the value of your investment in China was about 170,000 dollars; do you know what its value in Holland was?—I cannot tell exactly.

1640. Did the charges depend on the value of the cargo in the ship, or on the ship itself?—Principally on the cargo.

1641. You have stated that on board your ships you have had twelve seamen, and altogether a crew of about eighteen persons including yourself; is that to be considered the average number of the trade of Boston at the same time?—Yes, I think the average number of all American ships, the Philadelphia ships excepted: they generally have a few more, owing to having a number of apprentices.

1642. Is any additional risk considered to be run by having so small a number, or what is the rate of insurance upon the American ships in the Chinese trade?—About four per cent. upon the whole voyage out and home, insured in America.

1643. Are you generally acquainted with the trade of Boston and Salem?—Yes.

1644. Was that the insurance when you went there, or is it the same now?—That was the insurance when I went, and it is about that now; it does not exceed $4\frac{1}{2}$.

1645. You mean upon a voyage to Canton, out and home again?—Yes, not including the risk to Holland.

1646. Can you state the average number of vessels that have been employed in the East-India trade for the last seven years from Boston and Salem?—In 1823 there were forty-two American ships during that year in Canton. Altogether the trade has fallen off considerably now; I think, for the last two or three years, there have not been so many; there have not been more than half that number.

1647. Can you state, for the last fourteen or fifteen years, what have been the number of Boston ships lost in the China trade, either in the outward or homeward-bound voyage?—I do not remember but one Boston ship being lost: that is between

2 Mar. 1830. fourteen and fifteen years : Rapid is the name of the ship : she was commanded by Captain Dawe ; she was cast away on New Holland, going on an eastern passage.
Capt. A. Coffin.

1648. Have there been any homeward-bound ships lost ?—There was a Philadelphia ship in March 1824, called the Columbia, lost at the east end of Banca.

1649. Have you not made several voyages to India as well as to China ?—I have, twelve within the last thirteen years.

1650. Can you state what has been the average length of these voyages ?—About ten months out and home. The longest passage I ever had to Java, which we take the passage from either to Europe or America, was ninety-six days ; and two years ago I came from Angier, which is the starting-point in Java, in eighty-one days, with a sugar-loaded ship.

1651. Have those voyages that you speak of all been carried on with the same number of men that you have already mentioned, in proportion to the tonnage ?—The same number.

1652. Are the American ships, as compared with the British-built ships, built more for the purpose of speed and use, than for that of carrying bulk ?—Our modern-built vessels, I think, are all about the same ; they carry equally as well as the British vessels : but the ship that I commanded to China was a ship built some years ; she would not carry quite so well, but sailed much faster.

1653. What has been the alteration that has taken place in your modern-built ships ?—They have made them longer, deeper, and not so wide.

1654. In what mode do you take the measurement of the tonnage of your ships ?—From the length half the breadth of beam is taken ; by the depth of the whole multiplied by the length, and divided by 95.

1655. With what object is it that that mode of taking the measurement has been determined upon ?—I cannot say.

1656. Is the nominal tonnage of a ship built in one of those modes greater in proportion to its real capacity than that of one built in the other ; and will you explain the mode in which the difference is produced ?—It is different, owing to the ships being much narrower, having more length and greater depth in the hold ; a vessel of that description, a vessel of 28 feet beam and 100 feet long, would not carry nearly so much as a vessel of 26 feet beam, and adding greatly to the length and depth, which does not increase the tonnage in the same ratio.

1657. What reason have the Americans for employing smaller ships rather than those larger ships which are generally employed by the East-India Company ?—I believe they think them more expeditious generally in performing the voyage ; and the cargo frequently in America is owned by a merchant, and he prefers having his goods go in his own ship, in preference to

having a very large ship, and getting some other persons to fill her up. 2 Mar. 1830.

1658. Is there any tonnage duty paid in America on the register?—There is: it is small, but I cannot tell the exact amount. *Capt. A. Coffin.*

1659. Do not American vessels sail with fewer men than the English vessels do?—I think we do.

1660. What is the proportion between the crew of an American vessel and that of a British vessel?—I should think a British vessel of 400 tons would have five to seven more than an American vessel of 400 tons.

1661. Then, of course, having fewer men, you have more room for cargo than the English or Dutch ships have?—Yes.

1662. Do you accommodate your crew as well as the English vessels do?—I think we do better.

1663. Do you allow them the same space?—I think we do. Perhaps the Company's ships have better, because they have the accommodations of men-of-war; but I believe ours are fully as comfortable as the free-traders, and I am sure that we feed them much better.

1664. Have not the Company's ships much better accommodation and more room?—They have.

1665. What was your freight out and home?—I had no freight on my own ship; the cargo belonged solely to the owner of the cargo and myself.

1666. What would the freight be?—The last year I was there, I shipped teas at 30 dollars per ton to America from China, in an American ship, allowing ten quarter-boxes to a ton, which measures about forty-one feet; but it is customary to take ten quarter-boxes.

1667. Are you of opinion that you can still import teas into Holland, notwithstanding the higher duties now paid in the ports in Holland?—I think we can compete with the Dutch yet.

1668. Do the Americans now carry on the trade of tea to Holland as much as formerly?—Not so much.

1669. Can you state any reason why they do not?—It is owing to the Company of Dutch merchants, the Dutch Trading Company, sending a number of ships to China.

1670. Have their transactions been attended with loss or gain?—I believe they have been attended with considerable loss.

1671. Do you consider the tea that you get in this country equal to what you get in America?—I do not think it is so strong, the tea that I have been able to get here for my own use.

1672. Does that apply to the green or to the black teas?—To the black teas.

1673. To what do you ascribe this difference?—I should think

2 Mar. 1830. the tea I generally purchase here, retail, is old tea that has lost a great part of its flavour and strength.

Capt. A. Coffin.

1674. What price have you paid here for good souchong tea, retail?—Five shillings and sixpence.

1675. What would you pay for similar tea in America?—Two shillings, or 50 cents.

1676. Can you tell how much of that 2s. is duty?—On the black tea, souchong, it is 25 cents, which is about $12\frac{1}{2}d.$: it is, in fact, $1s. 0\frac{1}{2}d.$ out of 2s.

1677. Can you state the proportion the duties bear to the price of tea in other descriptions of tea?—The duty on gunpowder and imperial is 50 cents; on young hyson, 40 cents; 40 parts of the Spanish dollar out of 100 parts; on hyson-skin it is 28; on congo and all black teas, bohea excepted, it is 25; on bohea it is 12.

1678. Can you give the per-centage of the duties in America upon the teas generally?—It is not put upon a per-centage, it is so much per pound.

1679. With reference to the average prices, how much would it be?—The duties are about equal to the cost at Canton.

1680. Is not it 45 per cent. in America upon the average?—The price of tea in America varies, but the duty is permanent.

1681. Do you know how many American houses of business there are residing at Canton?—There are seven or eight.

1682. Have they several partners, generally speaking?—There are in some of the houses three or four partners, in others only one person.

1683. Have there been any failures among those houses in your recollection?—There is the house of Thompson, who was the son of Mr. Thompson (I cannot say the house of Thompson in Canton failed) that failed in the United States, owing, I believe, to some smuggling transactions.

1684. Is there any other failure that has occurred within your knowledge?—I know of no American that has failed in Canton.

1685. Are the Boston merchants trading with China generally considered very wealthy persons?—They are.

1686. Are you acquainted with Colonel Perkins?—I am.

1687. Is not he one of the principal merchants in Boston?—He is the principal. Theodore Lyman has been one of the greatest traders.

1688. In general, among the wealthy merchants in Boston, are not the wealthiest among those connected with the trade to China?—They are.

1689. Do they continue to have the same reputation for wealth that they used to have?—The Boston merchants do: there have been several of the New York merchants connected with the China trade who have failed.

1690. When at Canton, did you understand that the Americans received any protection from the East-India Company's Factory?—I never understood that they received any protection. 2 Mar. 1830.
Capt. A. Coffin.

1691. Supposing that Factory were withdrawn, do you think that the situation of the Americans would be worse or better than it is at present?—I think it would be quite as well: I cannot say that it would be worse or better, but it would make no difference.

1692. Is the American trade popular with the Chinese?—I believe it is.

1693. Is it as much so as that of the East-India Company?—I believe that the reason why the Chinese favour the American trade is on account of the great quantity of specie that is brought there: the Company have imported large quantities of goods. I suppose the only preference would be, which trade they found most beneficial to themselves.

1694. Do you know any thing respecting the British manufactures taken from this country by the Americans?—Nothing; I have frequently seen the goods there, but had nothing to do with them.

1695. Do you know whether those goods generally pay duties, or whether they are smuggled into China?—I believe they generally pay duty; except, in some cases, officers going might smuggle a small investment: but the respectable merchants, I think, would not have any thing to do with smuggling.

1696. The respectable merchants, either British or American?—Either.

1697. Were you ever engaged in the fur trade?—Never, otherwise than carrying a few casks on freight.

1698. Do you know whether the animals from which the furs are got have considerably diminished in quantity?—The sea otter has, considerably; the land furs perhaps not much.

1699. Do you know of the arrival of any ships in China bringing furs from the north-west coast of America?—The person that owned my ship had a ship which arrived in Canton while I was there with furs.

1700. At the present moment, is a smaller quantity of furs than heretofore brought into the market of Canton?—A smaller quantity of the sea otter; perhaps of the other furs there are as many.

1701. Do you know whether furs, and warm clothing of that description, is in much request in China?—It is. All the Chinese that can afford it, generally wear woollens or camlets lined with furs, in the neighbourhood of Canton.

1702. During the whole year, or a part of the year?—During a part of the year; during the cold season, from March to April.

- 2 Mar. 1830. 1703. Is there a good deal of cold at that period?—There is; I have seen it freeze in the Canton river at night.
- Capt. A. Coffin. 1704. What is the latitude?—Between 22 and 23 degrees.
1705. Are you aware whether the American ships coming to Canton are occasionally in the habit of running across to the Philippines, and bringing back rice to China?—It is frequently the case.
1706. Do they derive any advantage from it?—They save what is called in China the cumshaw measurement, which is the ship duty.
1707. What does that mean?—It is a present; it is levied on the ship; it is a tonnage duty.
1708. What is the amount of it?—On my vessel it is averaged from 4,500 to 4,800 dollars.
1709. In fact, do the Chinese favour the admission of raw produce from other countries?—Of rice in particular.
1710. Is not that part of the port charges which is called the cumshaw the same for every ship?—I believe it is.
1711. Do you recollect the amount of it: is it 1,900 tales?—It is somewhere not far from that.
1712. Is not that part of the duty calculated according to the distance between the foremost part of the mizenmast and the aftermost part of the foremast?—Between the centre of the mizenmast and the centre of the foremast in length, and the breadth from the middle of the mainmast to the side of the ship, half the breadth: a vessel with two masts is measured from the end of the tiller to the foremast.
1713. What is the rate of freight between Boston and Canton?—The usual rate, where a vessel has been taken up, has been heretofore about 40 dollars a ton measurement for the voyage out and home. A ship-owner will carry out specie, and take home the goods at 40 dollars a ton measurement; or on nankeens 9 per cent. on the ship: on silk goods, $6\frac{1}{2}$ per cent.
1714. Does that cover all the charges?—That covers all the charges; because we buy the goods free of expense, deliverable on board.
1715. Does that cover the port charges in Canton?—They are paid by the shipper out of that, except some small charge for Factory hire.
1716. Is the insurance included in that?—The insurance is not included.
1717. What is the rate of commission paid on the purchase of teas?—Two to $2\frac{1}{2}$ per cent. upon the invoice price.
1718. To whom is it paid?—To the supercargoes or merchants there. Some do the business at 2, and some at $2\frac{1}{2}$ per cent.
1719. Do you know what the rate paid by the British there

is?—I do not. I have understood that the British merchants residing there did the country business at 5 per cent. 2 Mar. 1850.

1720. Supposing a ship brings a cargo into Canton, and loads with tea in return, would there be a commission both ways?—There would on the sales and the purchases. *Capt. A. Coffin.*

1721. What would be the amount of that commission?—A person having the consignment of goods out and home would probably do it at four per cent.; but five per cent., that is, 2½ per cent. each way, is the highest commission.

1722. Is the commission included in the 40 dollars paid for the freight?—I am not sure whether it is or not, because I never took any freight in my own ship either out or home; but I believe the 40 dollars covers it.

1723. Have you any English seamen in your ship's company at Canton?—I generally have one or two, or three amongst the company.

1724. Have you found that they conducted themselves as well as the Americans?—I cannot say that I have ever seen any difference.

1725. How soon did you arrive at Canton after the execution of an Italian sailor on board an American ship?—From five to eight months.

1726. Do you know any thing of the nature of the transaction?—I frequently heard it stated, and had it from the supercargo of that ship, meeting him on that voyage down at Angier.

1727. What was the name of the ship?—The *Emily* of Baltimore.

1728. Can you state any thing of the circumstance of that transaction?—I understood that the woman that was killed or drowned was in a boat under the ship's bows, and something passing between the sailor and the woman, he took an earthen jar and threw it at her, and struck the woman on the side of the head, consequently she fell overboard, and when she was taken up she was dead. At the time it might have been settled for a trifling amount of 100 or 200 dollars, but after getting to the ears of the Mandarins they demanded life for life. It was thought by the Americans there that the sailor did not intend to kill the woman: whether it was done in sport or in anger they could not tell, but they agreed that the man should not be given up; consequently, for some time the American trade was stopped, and the Mandarins persisted in demanding the man.

1729. How long was it stopped?—I cannot tell the exact period, but for some number of days.

1730. Was it ever proved that the man struck the woman?—I believe that it is not doubted. I had it from the supercargo of the ship, that the jug that he threw at her struck the woman; but the matter was never properly investigated.

2 Mar. 1830. 1731. Supposing a woman to have been killed by an American seaman in the port of London, would not that American seaman have been tried according to the laws of this country? —No doubt of it.

1732. And it is presumed the same would happen in America, and every part of the civilized world?—No doubt.

1733. Do you know whether the man was tortured or not? —I believe he was not: he was very shortly put to death after arriving. They got him by stratagem out of the ship.

1734. It has been stated that the American consul resigned his appointment in consequence of this affair. Do you know whether that was the case or not?—I never heard that that was the case. Mr. Wilcox was consul at the time, and he was consul after I arrived there; but being a man of considerable business there, the consulship was rather a plague to him, as he never took any fees for depositing ship papers, and certifying the landing certificates and invoices shipped from there: but I never heard that he gave up on account of this transaction.

1735. When did he resign his office?—I should think it was full a year afterwards.

1736. Does he reside there now as consul?—He does not; he is now in Philadelphia.

1737. Is there any American consul there now?—I am not sure whether we have one or not.

1738. What are the duties of the American consul?—We are obliged by the American law to deposit our ship papers with him, within forty-eight hours of our arrival. When goods are carried out that we get a debenture on, he signs the landing certificate; it is sworn to before him by the master of the ship, and by that means we recover the debenture in America: and also when piece-goods are shipped from Canton which pay an *ad valorem* duty, the invoice is sworn to before him that it is a fair invoice; on manufactured goods, the duty is paid by a per-centage on the cost.

1739. And that is sworn before the consul at the port of export?—It is.

1740. Does he exercise any control over the American seamen?—Not any.

1741. If any complaint was made against any of the American seamen by the Chinese authorities, would they apply to the consul?—They would not; they would apply to the security merchant.

1742. Is the consul recognized by the Chinese authorities at all?—I never heard that he was.

1743. Are any of the other consuls recognized?—I believe none of them are recognized by the Chinese authorities.

1744. Does the Chinese government recognize the existence of the Company's Factory?—I believe not; it is like the other trade. 2 Mar. 1830.
Capt. A. Coffin.

1745. Do you understand that the number of American ships trading to Canton has latterly decreased?—It has.

1746. What is the reason of that?—Owing to the Dutch putting a number of ships in the trade; there have been some of the German ships of late put in under the Austrian flag, from Hamburgh and Bremen: and also owing to the English importing teas into Canada; heretofore, I believe, Canada was principally supplied with teas from America.

1747. Do you apprehend that the ill success of voyages to Canton has been the cause of any part of that decrease?—I do not think the trade for the last three or four years has been so lucrative as it was heretofore.

1748. Are you not of opinion that, supposing that trade were conducted upon proper principles, and confined within reasonable limits, the trade would be conducted profitably now as it was heretofore?—I do not know why it should not. Since the general peace, commercial trade throughout the world has been less lucrative of late years.

1749. Have other branches of trade from the United States decreased in the same proportion as the trade between the United States and China?—The East-India trade has decreased to other places fully as much as it has to China and Brazil.

1750. From the United States to Europe and other parts of the world, is the trade less now than it was some years ago?—I think not to Europe: the European and West-India trade is carried on as much as ever it was.

1751. And to as much advantage?—I think not.

1752. Taking the trade generally in the United States, is not the profit now realized by the merchants less than it was some years ago?—I should think considerably less.

1753. Is there considerable competition in carrying on the foreign trade in America?—There is.

1754. Can you state the quantity of tea that used to be furnished by the Americans to Canada?—I cannot state precisely; I should think it was about three or four ships' cargoes of 400 tons.

1755. Was not a great quantity carried in by the smuggling trade?—It was not allowed in any other way.

1756. Therefore it is difficult to estimate the amount of it?—It is.

1757. What port charges did you pay in China?—Including Factory expenses and the ship's expenses, between 7,000 and 8,000 dollars usually on my ship; that is, including the cumshaw, and the piloting, and the victualling of the ship.

2 Mar. 1830. 1758. You have stated that you were enabled to load and unload and depart from Canton river in fifteen days; what was the longest time you have ever employed in doing that?—Three months and a half, one voyage; I arrived there just before the great fire took place.

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Capt. A. Coffin.

1759. If that fire had not taken place, how long should you have been?—Probably five or six weeks. The average is about five or six weeks with the Boston ships and the New York ships; but the Philadelphia ships usually stay longer; they generally wait till their silk goods are manufactured: they have a great many shippers, and frequently will send two or three supercargoes. A person putting in 100,000 dollars sends a person to manage the business, and another person sends another: there are a great number of shareholders, and their trade is different, so that there is generally some delay caused by it.

1760. Do the Philadelphia ships export more silk manufactured goods from Canton than the Boston ships?—I think they do.

1761. You stated that the American, China, and India trade has been a losing trade for some years; will not the loss of the Canadian trade and the Dutch trade account for that?—I should think it would in a great measure.

1762. Those two branches having been a great outlet for the American trade?—I think so.

1763. Have you traded with Calcutta?—I have.

1764. Can you state what the port charges there would amount to, including all the items you take into your calculation in the port charges at Canton?—It would depend upon the length of time that the vessel laid in Calcutta: I lay off about three months in Calcutta. The port charges altogether, with a vessel of about the same size, would be between 5,000 and 6,000 dollars, including factory rent and expenses.

1765. Do you conceive that there is any advantage in carrying on the China trade with large ships of 1,200 tons burden?—I could not say. The Americans began to build some large ships, as large as 900 tons, but they are out of the trade now; whether they found them answer I cannot say. There was one called the Washington, of 900 tons, which made two voyages to China, and then she was put out of the trade.

1766. From what port did she sail?—From New York.

1767. Did she engage in any other trade?—She did. The last that I heard of her was in the Liverpool trade, carrying cotton.

1768. What do you consider to be the average size?—From 400 to 600 tons.

1769. From your experience in that trade, should you say

that a ship from 400 to 600 tons burden was the best size?—I should think they were as good as any size. 2 Mar. 1830.

1770. Is the revenue derived by the United States from the duties on tea large?—It is considerable; I think about two millions of dollars. *Capt. A. Coffin*

1771. Do you know whether it is one of the largest items of duty?—I believe it is the largest of all our trade.

1772. Is there a drawback upon re-exportation?—There is.

1773. Do you include the amount of the drawback?—No, that is what is actually paid, the net duty.

1774. Is the revenue derived to the United States from tea increasing or not?—I should think it had fallen off since the Canada trade; because the duty on the tea that went into Canada was paid in the United States.

1775. Do you think there is at present any smuggling of tea into Canada from the United States?—I should think there was not much.

1776. Should you say that the revenue derived by the United States from tea is likely to continue increasing or to fall off?—If the same tariff continues, I should think it would increase, as the use of tea increases as the number of inhabitants increases.

1777. Do you understand whether there is any difficulty in the collection of the tea revenue in the United States?—I never heard of any difficulty.

1778. Have you ever heard of any smuggling of tea?—I have; one case particularly, by a person of the name of Thompson.

1779. Is the smuggling of tea carried on extensively in the United States?—I believe not.

1780. Are you aware that the duty on congo tea has been much larger in proportion than the duty on any other tea imported?—It has been larger, taking into consideration the cost of the article.

1781. Has not its consumption in the United States decreased much in consequence of the increased duty?—I cannot say that the consumption has decreased on that account. I think that the consumption of different kinds of hyson tea has increased; it perhaps may be from the fancy of the people drinking it.

1782. Can you state to what ports of the United States the importation of tea is now open?—To every port where there is a custom-house.

1783. Can you state any circumstances connected with an American ship freighted by British merchants from Buenos Ayres to Canton?—I recollect one ship, a ship called the Panther, Captain Bowers, which was taken up at Buenos Ayres, went to

2 Mar. 1830. Canton for a voyage; she made two voyages; one year in particular, I lay next to her, and was very intimate with the captain of her. That ship went out from the United States with a cargo of flour and some specie on board, to land her flour at Buenos Ayres and to proceed on to Canton. There was, I believe, an English merchant and some Spanish house there that wanted to take up a ship to go to Canton, and they found they could not send an English ship there, and consequently they took up this American ship, and paid her a very large charter.

Capt. A. Coffin.

1784. Do you know what?—I think it was 28,000 dollars for the voyage, and the owners of the ship paid the factory expenses in Canton.

1785. What was the size of the ship?—Something less than 400 tons.

1786. Were not the freights paid upon that ship particularly high?—They were considered very high.

1787. Do the American ships go to Whampoa?—They do.

1788. Do they invariably go there?—Not invariably; some of the ships stop at Linten and put their specie on board of another ship that is going up, and go over to Manilla for rice or some other cargo, and return while the cargo is getting ready.

1789. Is not the course of trade, in such cases where there are cargoes on board, to make arrangements with the Hong merchants for the purchase of them?—I never heard of it. I believe that the goods have to go up to Whampoa before they can sell them; except the article of opium, which is not allowed.

1790. Is not the practice of the American ships to discharge part of their cargoes before they go to Whampoa?—No.

1791. Do they break bulk?—Generally not.

1792. Are there exceptions?—There are some exceptions.

1793. How does the cargo so discharged find its way into China?—By the agency of the American merchants there.

1794. Not of the Hong merchants?—I think not.

1795. Are not you aware that there is a considerable amount of contraband trade carried on through the means stated in the previous question?—In the trade of opium there is considerable.

1796. The question refers to other articles besides opium?—I know there is some, but I cannot tell the amount.

1797. You are aware that a considerable number of ships proceed from ports in Great Britain to China laden with British goods; how are they disposed of?—They are generally sold to the Hong merchants and other merchants.

1798. Are they discharged in the river below Whampoa?—I believe they are generally discharged at Whampoa. I cannot say that it is universally the case.

1799. Is it not within your knowledge that all private resident

agents are connected with the illicit trade in China?—I think they are not. I think Mr. Cushion is not, and some other merchants. I never myself had any thing to the amount of £100 smuggling on board of my ship, or any illicit trade. 2 Mar. 1830.
Capt. A. Coffin.

1800. Do you not believe that the smuggling trade is carried on to a great extent from ships bearing the American flag going to China?—Excepting in opium, I do not think it is to much extent.

1801. If you agreed to receive goods on freight in your vessel of 397 tons, for how many tons could you obtain payment?—About 600 tons.

1802. What would be the result in a Dutch vessel of 397 tons?—They carry about as much as our ships.

1803. In an English ship what would it be?—I should think the English ships generally carry better.

1804. In what proportion?—Perhaps something like ten per cent.

1805. You are speaking of English merchant vessels, and not of the Company's vessels?—Not the Company's vessels.

1806. Do you consider your property as secure in your vessel, navigated by eighteen men, as in a Dutch vessel navigated by twenty-seven men?—Much more so.

1807. From whence does that arise?—I think we have smarter seamen.

1808. And should you say the same in reference to an English vessel navigated by twenty-two men?—I think we are equally safe. I think the price of the premiums would answer that question better than any thing else. There are no ships that sail that are insured so cheap as the American, particularly to the East-Indies and China.

1809. What reason have you for believing that a vessel would be as secure navigated by eighteen Americans as by twenty-two English?—If an American ship-master is known to get intoxicated they will not insure his vessel; consequently, he must be a respectable man, and he frequently has the management of the business; but I believe in most other ships you find there is not so much attention paid to the capability of the master and officers.

1810. Do you know the rate of insurance in London as well as in America?—I do not.

1811. You have stated the prizes of the several denominations of teas in China; are you not aware that there are many gradations of character in all the denominations of teas, such as congo and bohea, and other sorts?—There is quite a difference.

1812. To what quality do the prices you have given apply; to the best or the lowest quality?—To about the middling quality; not to the meanest or the best.

3 Mar. 1830. 1813. You have stated, that in your purchases of teas you have seen the Company's mark covered over, and that you have bought those teas?—Those teas have been shipped in American vessels which had been termed by the Hong merchants Company's teas.

1814. Are you aware that the Company's teas undergo a very strict inspection?—I believe they do: I am not particularly acquainted with the manner of that inspection.

1815. What must you then have inferred from the Company's mark being on the teas; should you not infer that they were rejected teas?—I do not think they were: I think it was that the Hong merchant, wanting some ready money, found the easiest way to realize it was to sell the teas to the Americans.

1816. Are you able to state whether the Company pay ready money or not?—I believe they generally pay a part in merchandize.

1817. Are chests that have the Company's mark upon them preferred by you to those that have no such mark?—Not except the tea is actually better. The Company's tea, I believe, is generally considered better, or it bears rather a higher price than the other teas.

1818. Are you a judge of the article of tea yourself?—I cannot say that I am a judge of it; but so much so, that I have been trusted with the buying of two cargoes.

1819. When you say the Company's teas are supposed to be better, do you apply that to all kinds of teas?—Not to the green teas; I had reference to the black teas, the souchongs and congos.

1820. What was the result of your adventure, that you gave an account of, to Amsterdam?—The two first voyages, in 1822 and 1823, were profitable: the other merely gave the ship a freight; there was no loss on it.

1821. Can you state how much was the per-centage of profit upon the two voyages?—I cannot tell; perhaps something like 20 per cent. upon the whole investment.

1822. Has there been any continuance of that trade?—I have not been in that trade since.

1823. Why did you not continue in that trade?—It was found not so profitable, and we entered into a trade with other parts of India.

1824. Can you state whether any other ships sailed about the time you speak of?—There were several, but I cannot give the result of the voyages.

1825. Who was the owner of your ship?—Theodore Lyman, of Boston.

1826. What was your last voyage?—To Siam.

1827. Is the tea you purchased for the Dutch market, in

general equal or superior to what you purchased for the American?—We generally endeavour to get better tea for the Dutch market than for the American market: tea that is selected for the Dutch market. .

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—
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1828. Is it better or worse than that usually selected by the Company for the English market?—I should think it is nearly the same quality.

1829. What was the proportion of tea to the other articles in the return cargo?—About three-quarters of the amount of the whole invoice has generally been teas.

1830. And how much in bulk?—Nine-tenths of the bulk.

1831. Had you not some other articles besides tea?—Yes, manufactured silks, nankeens, cassia.

1832. If a ship were laden with tea entirely, would not a large ship of 1200 tons be preferable to stow tea-chests only?—Generally a ship, as she increases in size, will stow more according to her tonnage than a small vessel.

1833. How many pounds of tea do you calculate a ton to carry?—I should think between 700 and 800; but the chests are all about an equal size, and we count ten chests to measure a ton. It does not vary much from forty cubic feet.

1834. Are not the duties at Canton much larger in proportion upon small vessels than upon large?—They are; and, I believe, they are the same on all: they are classed in three different classes, the first, second, and third class.

1835. Are you or not of opinion that a ship of 500 or 600 tons burthen, with reference to the bars and shoals in the river of Canton, and approaching the river, is much better adapted to the trade than a ship of 1200 tons, which draws so much more water?—There is little or no risk till she gets to the bars in the river: then there are two bars, which the Company's ships generally go below before they load entirely; they take in part of their cargo at Whampoa, and then proceed down the river to the second bar to load.

1836. Are not ships of 600 tons able to go up to Whampoa and take in the whole of their cargo there?—A ship of 600 or 800 tons might do it.

1837. Were you at Canton in the year 1821?—I was not.

1838. Did you go in 1822?—I did.

1839. Did you hear whether, in consequence of the event you have mentioned of a woman being killed by an Italian sailor, the Americans were not treated exactly the same as they had been before?—I have not heard that it has injured the character of the Americans.

1840. Is the American flag hoisted at the consul's house at Canton?—I believe not since the fire in 1822, when the flag-staff was burnt down. There is a flag-staff that stands out in

2 Mar. 1830. front of the factory, where it is hoisted, but I believe it is not
 ——— universally flying: if there is a consul there, it is optional with
Capt. A. Coffin. him whether he will hoist it or not.

1841. Does he hoist it?—I have seen it hoisted, and there have been times when it has not been hoisted; but it is left at his own option.

1842. Have you heard of any mutinies on board the American ships in the Canton river?—I have, among the sailors.

1843. Did you ever hear of any authority interfering for the purpose of settling any thing of that kind? I never knew any authority interfere; it is generally managed among the other Americans.

1844. Had they any communication with the authorities?—They had no communication with the authorities. I never heard that the Chinese would interfere in case of any difficulty on board a foreign ship.

1845. Have you never heard that the Company's Factory there have communications with the government?—I cannot say whether they have or not.

1846. You know that the Americans have not?—I believe they have not.

1847. Do you know whether there was a trial of the Italian sailor?—I believe there was no trial. The Americans refused to give him up, and consequently the trade was stopped. The Hong merchants wishing that the trade should go on, had told the captain and supercargo of the ship that if they would give the man up to go to Canton to be examined he should be returned again, and the Hong merchants said that the Mandarins had promised that that should be the case; consequently the captain and supercargo allowed the man to go down, and in a few moments after he landed at Canton he was strangled, and they sent word that they could take him away and bury him.

1848. Had the captain and the supercargo no reason to suspect that he would not have a fair trial?—They had no reason. The Hong merchants said that they were deceived by the Mandarins. A few days after that the American trade went on as usual.

1849. Do you suppose that they were not before aware of the nature of Chinese justice; that they did not know that they were not perfectly just, like other nations, in their trial of prisoners?—I believe the captain and the supercargo of the ship had no doubt but that the man would be returned to the ship again after he was examined.

1850. Is that fact now pretty well known among the American ship-owners?—Yes.

1851. It is presumed that they do not continue in their former ignorance with regard to the Chinese modes of justice?—No, I suspect not.

1852. Do you know of the agreements made with respect to the purchase of teas by Americans being regulated by the price given by the Company?—I have no knowledge of any such transactions. 2 Mar. 1830.
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1853. Do you think that a trade with an assorted cargo could be carried on with any thing like the advantage of a trade in which the outward cargo consists of dollars?—I believe the Chinese like dollars better than they do almost any thing else.

1854. Have not the Americans carried on that trade almost entirely since?—Mostly: some of our ships have taken British manufactures.

1855. Have they found themselves the better for it?—I cannot say, having myself nothing to do with those transactions. Merchants generally keep those things pretty much to themselves, particularly if they are making a profit; and if they are losing, they say little about it.

1856. Do you know that that trade has been a losing trade?—I do not know whether it has been a losing or a profitable trade. I have frequently heard it discussed.

1857. Can you say, when it was discussed, whether it was said to be a losing or a gaining trade?—There is a house which is remaining out there which has received a good many British goods from Liverpool. Mr. Dunn is the agent there; and I think they must have made it profitable, because they still continue to carry it on.

1858. In the discussions at which you have been present, have not you heard that it was a losing trade?—Latterly they have said that there has been little or nothing gained by it.

1859. Has there not been something lost?—I cannot say that there has been much lost in the trade.

1860. Do you not believe that it has been a losing trade?—I do not think it has, generally speaking.

1861. Do you know why it has decreased so much?—In the article of British manufactures I do not think the trade has been decreased: to the best of my knowledge, there have been as many British manufactures sent out in American ships the last three or four years as the three or four years previous.

1862. Have they been sold?—I cannot say, not having been there the last three or four years.

1863. Have you never heard it discussed whether those goods did find a market at Canton?—I know that a considerable quantity has found a market; whether all that has been carried out, I cannot say.

1864. Did you not hear that it was at very low prices?—I cannot say whether the person was making a profit or loss: at the time I was there it was considered profitable.

1865. When were you there last?—In 1824.

2 Mar. 1830. 1866. Since that time have you heard the matter discussed?
 —No.

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1867. Then you cannot say whether it has been a losing trade since that time?—I can say nothing upon that.

1868. Is there any article of manufacture in the United States which is calculated for the India or the China market?—There is the article of white cotton goods.

1869. Has that been sent out in large quantities?—There have been considerable shipments made to China.

1870. Did it appear to you that the Chinese government was anxious to increase its foreign trade?—I believe they are aware of the advantages of a foreign trade.

1871. Do you think they would be as desirous as America, or England, or Holland would be, to increase their foreign trade?—I should think very likely they would. They seem to be aware of the advantages of a foreign trade as well as other people.

1872. Have they any shipping carrying merchandize to foreign ports of Europe or America?—Their shipping carry merchandize, but not to Europe or America.

1873. Do you believe that if the demand for fine teas increased, the supply could be readily brought up to reach such demand?—I cannot answer that question, having so little knowledge of the way in which the teas are manufactured.

1874. Do you believe that an additional number of ships trading to Canton would lower the profits so much as to render the trade a bad one to carry on?—I should think a considerable increase of trade there would lower the profits.

1875. Are the American traders to China alarmed lest the ~~British~~ trade with China should be thrown open to the public?—I think not.

1876. Have you been at Sincapore and Siam?—I have.

1877. Have you found any quantity of Chinese junks there?—At Siam a large quantity.

1878. What quantity have you ever seen there at one time?—I should think eighty.

1879. Of what size?—Some of them would carry 700 or 800 tons, and some others perhaps 200 or 300.

1880. Do those junks carry on an extensive trade with different parts of China besides Canton?—They are principally from other parts; very few from Canton.

1881. Do they import teas in any considerable quantities into Siam?—They do.

1882. What amount of teas do you think at any one time you have known to be, in Siam, imported by those junks?—That would be a difficult question.

1883. Did you find any Chinese tea there?—A large quantity. I should have no difficulty at any time in loading one, two, or three ships of the size that I had there. 2 Mar. 1830.
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1884. What quality of tea?—Principally black teas: souchong and congo of very good quality.

1885. Have you ever bought any tea there?—Only for my ship's use.

1886. What did you find to be the price of the same quality of tea, as compared with that which you purchased at Canton?—The price was very little increased above what I could get the same tea for at Canton.

1887. Do you conceive that tea might be imported into England from Siam, or any of the eastern lands, at a cheaper rate than that at which it is now imported from Canton?—I should think not. I should think it would be imported cheaper direct from China, unless there was more carried to those places than was wanted for the supply.

1888. Do you think that the communication from Siam to the other ports of China besides Canton, by means of junks, affords any prospect of a market for British or American goods in China?—I believe by the junks there is considerable trade carried on to all the ports.

1889. Do not some of those junks sail for the provinces of Kiangnan and Fokien?—They do.

1890. Are not those provinces where tea is grown?—I cannot say precisely.

1891. Have you ever been on board of a junk?—Many.

1892. Are you aware that every junk contains a great variety of individual merchants, who carry their investment down, and after disposing of it return to the port from whence they came?—They do: a junk is cut up into small apartments and let out to individual merchants.

1893. From what ports eastward of Canton on the Chinese coast do those junks principally come?—I do not know the names of many of the ports. Chicho is a place of considerable trade; the names of the other places I do not know.

1894. Have you on board of those junks bought or sold any article?—No, I have not.

1895. Then you are not aware how far those individuals are shrewd and keen merchants?—I have traded with the junk people on shore, and they are very keen and shrewd in their trade.

1896. What cargoes do those junks usually take back from Siam and Singapore?—They take sugar, horns, hides, ivory, and spices; and from Singapore they take rattans and pepper: whether they take British piece-goods I cannot state.

2 Mar. 1830. 1897. Do you know whether they take any quantity of hides?
 —A considerable quantity of hides.
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1898. You have stated that the Company's large ships are obliged from their size to go below the second bar in the Canton river before they complete their cargo; are you aware whether that incurs a very considerable increased expense in loading the cargo?—I believe it does not increase the expense of loading.

1899. You have stated that you believe opium is the principal thing smuggled by the American ships; when you have been there, have you not seen a number of English opium-traders lying outside the river?—I have seen one or two, not a number; I think at one time I saw three English opium vessels lying there.

1900. From what you saw when you were there, do you consider there is more opium smuggled by the Americans than by the English?—I think there is more by the English: we have generally only one vessel, and the British have two or three.

1901. You have mentioned an unfortunate occurrence which happened with reference to an Italian at Canton: since you knew any thing about Canton, have you ever heard of any similar occurrence with any American ship?—I never have

1902. Has any other occurrence ever taken place to stop the trade at Canton?—Not with the Americans; I believe with the English an occurrence did take place of some man-of-war, some frigate, killing some men: they wanted the other men sent out; some two or three men that were killed by the British frigate.

1903. Did that stop the American trade?—It did not stop the American trade, but the Company's servants left Canton, I believe, on account of it.

1904. Is it not the fact that they would not deliver them up, and that they succeeded in their opposition to that demand?—They did.

1905. What is the name of the port in Siam to which you have referred as being resorted to by the Chinese?—Bankok.

1906. What goods do the Chinese junks generally take there from China?—They take tea, and earthenware, and preserves.

1907. Much tea?—Considerable quantity of goods.

1908. Were those junks Chinese junks, or Cochin-Chinese junks?—Mostly Chinese. Last year there were no Cochin-Chinese, in consequence of difficulties between the Siamese and the Cochin-Chinese.

1909. Has the number of Chinese increased of late years at Bankok and Singapore?—I cannot say whether they have or not.

1910. As you had no supercargo on your second voyage, did

you find any difficulty in making your selections of teas?— 2 Mar. 1830.
Not any.

1911. In what way did you proceed to make those selections?—*Capt. A. Coffin.*
—I opened a number of chests of each chop, and by having a parcel of cups, weighed a certain portion, and drew the tea by putting boiling water on it. One method of trying the quality of tea is by rubbing it in the hand.

1912. You do not think any difficulty would be found by any person conversant with the trade in making those selections?—
Not more than other articles of trade.

1913. When you spoke of tea being brought cheaper direct from Canton to England, than if it came through the circuitous channel of Singapore did you at that time contemplate the prices at which it is sold by the East-India Company, or the prices at which it would be brought by other traders?—I looked at the prices now paid by the East-India Company.

1914. Have you never heard that the Americans applied to the Company's Factory to aid them in their intercourse with the Chinese authorities?—Not to my knowledge. They may have done so, but I never heard of it.

1915. Have you made any computation of the amount per pound of the freight of tea in your vessels?—I have not. I should think about four or five cents would be a fair freight per pound; that is about $2\frac{1}{2}d$.

1916. You said that your cargoes to America were principally black tea; have you found the importation of black tea the most profitable?—Not for the American market; but the black teas were selected for the Dutch market.

1917. When you spoke of the rate of insurance being lower on American vessels than on British, did you mean the insurance in America?—I meant in America only. I presume it would not be less in England.

1918. You were understood to say, that that insurance would depend upon a knowledge of the character of the person that should have the command of the vessel?—Considerably.

1919. And, of course, that knowledge could be better obtained as respecting an American, than as respecting any foreigner in America?—Certainly.

Jovis, 4^o die Martii 1830.

Mr. JOHN AKEN called in, and examined.

1920. You reside at Wapping?—I do. 4 Mar. 1830.

1921. You were formerly master of the Investigator, a discovery ship?—I was. *Mr. J. Aken.*

1922. After that did you command a ship trading between India and China?—I did.

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1923. What was the name of that ship?—The Exmouth.

1924. How many voyages did you perform in the Exmouth between India and China?—Two.

1925. In what years?—In 1817, 1818, and 1819.

1926. What did your cargo consist of to China?—Principally cotton; there were also opium, and putchick, a species of dye, I think, for the nankeen.

1927. Is it a vegetable or a mineral dye?—Vegetable.

1928. Do you know whether that dye is used any where but in China?—I cannot say. The other articles were steel, nutmegs, cloves, rattans, and saltpetre.

1929. What was the sort of steel that you took?—It is generally the cast steel; it is sometimes blistered steel: we took both kinds of steel.

1930. Was it in the manufactured articles?—No, in small bars.

1931. Was that steel the produce of India?—No, imported into Calcutta from England.

1932. Through whom did you generally transact your business at Canton?—The Hong merchants.

1933. Did you ever find any difficulty in trading with the outside merchants?—Not the least.

1934. You have often traded with them?—With both.

1935. In what way do you select the Hong merchant with whom you shall trade?—We generally, on our arrival, agree with those that will give us the most for our cargo, and the person that takes the cargo is the person that becomes security to the government.

1936. Did you give him any advantage in your dealing to induce him to become the security merchant?—Nothing.

1937. Do you pay him any fee?—None.

1938. Do you find that some of the merchants are always willing to become security for the ships arriving there upon those terms?—Always.

1939. What was the size of the Exmouth?—695 Calcutta tons; in English measurement she was 725.

1940. What is the reason for the difference between the Calcutta and the English measurement?—I cannot say that: it is some little difference in taking the length of the keel.

1941. In what way do the Chinese measure the vessels?—The Chinese measure the vessels from the centre of the mizenmast to the centre of the foremast, and they take the extreme breadth close behind the mainmast, and multiply them together, and divide the product by ten to give the measurement.

1942. Are all the charges excepting the cumshaw paid upon a ship in the port of Canton, proportioned to the size of the

ship?—I think they are; there may be some little difference, 4 Mar. 1830.
but it must be merely casual expenses.

Mr. J. Aken.

1943. Will you state what the cumshaw is?—The cumshaw is a present.

1944. What does it amount to?—1,950 dollars.

1945. Is that the same upon all ships?—It is.

1946. Do you know when that cumshaw originated?—In 1704.

1947. Do you know at whose instigation it originated?—I have often heard it said, both in China and in India, that the supercargoes gave this to the superior Mandarins, to induce them to show them favour, which they supposed they had some profit by: it has continued, and now it has become the law there; they demand it from all ships.

1948. Do you know whether that present is paid to the government or paid to the individual Mandarins?—I think it is principally amongst the Mandarins: but there is a part of it goes to government, and then it is divided amongst the different Mandarins. All the officers in China are called Mandarins.

1949. Are there not other duties paid there for the compradore?—The compradore has his fees; his fees are generally 300 or 400 dollars; but there is a sum paid to the compradore, for different duties, which I am not acquainted with. The compradore's altogether generally amounts to nearly 2,000 dollars.

1950. Does that sum of 2,000 dollars form a part of the port charges at Canton?—It does.

1951. What was the whole amount of the expenses of the Exmouth at Canton on each voyage?—About 9,000 dollars.

1952. In what year was that?—That was in 1818 and 1819.

1953. To whom were the goods that you took out to Canton sold?—I sold them to the Hong merchants.

1954. Was any charge made for commission by the Hong merchants?—Not any.

1955. Do the outside merchants charge any commission upon sales and purchases?—None at all.

1956. Have you ever consigned any part of your cargo to resident English or other foreign merchants?—Yes; to the American consul.

1957. Can you state the amount of his charges on that consignment?—Three and a half per cent. on the sale price at Canton.

1958. What was the charge of the American consul for negotiating bills?—One per cent.

1959. What was his charge upon goods purchased?—Two and a half per cent. upon the invoice price.

1960. Do you consider the charges on shipping at Canton to be high or otherwise?—I think they are very moderate, con-

4 Mar. 1830. *Mr. J. Aken.* sidering that there is no more paid for a rich cargo than for a vessel arriving in ballast. It is no matter what cargo you take there, the same duties are paid ; if you take a very rich cargo, the duties come to very little indeed.

1961. The port charges, then, do not vary in proportion to the value of the cargo, but only to the admeasurement of the ship ?—That is all.

1962. Is there or not a facility in transacting business in the port of Canton ? — Great facility.

1963. Do you conceive there is as great facility in transacting business in the port of Canton as in any other port with which you are acquainted ?—I think more.

1964. As much as there is in India ?—A great deal more.

1965. Is there as much facility in transacting business in Canton as in ports in England ?—Yes, and a great deal more.

1966. Why is it that you should say there is more facility ?—You have nothing to do but with one man, and when you once get your bargain made you have no trouble whatever.

1967. Are the cargoes of ships easily discharged ?—Very easily. We do not lie very near to Canton ; we are about eight miles from Canton, at a place called Whampoa.

1968. Then they are discharged by means of lighters ?—They are.

1969. And loaded in the same way ?—Yes.

1970. Do you conceive that the Hong merchants are liberal in their dealings or otherwise ?—Very liberal.

1971. Should you place confidence in their honesty and honour ?—I have every reason to believe they are honest in every respect.

1972. Do you find them cautious in making their bargains ?—Very cautious.

1973. Did they adhere to those contracts which they entered into ?—Yes ; I scarcely ever knew of any person ever suffering by them at all.

1974. What should you say, in that respect, with regard to the outside merchants ?—The outside merchants are people that you can scarcely ever tell what character they are of, unless you have dealt with them once or twice ; if you deal with a stranger you may be minus, and it often requires caution.

1975. It is presumed that the outside merchants, like other merchants, contain an admixture of good and bad ?—No doubt.

1976. And some of them are very respectable ?—They are.

1977. Would you as soon deal with an outside merchant as you would with a Hong merchant ?—No, I would not.

1978. Supposing you had dealings with an outside merchant, and found him to be a man of respectability, you would then

have no difficulty in dealing with him?—Not the least; there are many of them that I have dealt with, that I would as soon deal with as any persons.

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1979. Do you consider the navigation to Canton easy?—Very easy.

1980. Have you ever had any unpleasant occurrence with your crew when at Canton?—Not any.

1981. What was the description of your crew?—Lascars, and some Europeans.

1982. Of what nation?—A mixture of almost all nations; some Portuguese, and some Spaniards, and some Englishmen. We generally took six Europeans in the country ships just for steering the ship, what they call sea-cunnies. I had six young men with me that I took from here as apprentices, who acted as mates or midshipmen.

1983. Were those young men Englishmen?—They were Englishmen.

1984. Are the sea-cunnies Europeans?—They are some of them Portuguese Indians.

1985. Are they not all Indian Portuguese?—Some of them are European Portuguese.

1986. Should you not think a mixed crew of that kind quite as difficult to manage as a crew consisting of English sailors?—No, I do not think they are; English sailors would be worse to manage, I think.

1987. Should you imagine that, with proper care and attention, whatever might be the crew of the ship arriving at Canton, there would be any reason to apprehend any impediment to the trade on account of the conduct of that crew?—Not the least.

1988. Have any difficulties been encountered on account of the present freedom of trade between India and China in the port of Canton?—Not any.

1989. Do you conceive there would be any reason to apprehend difficulties, provided the trade between England and China was as free as the trade between India and China?—Not the least. The Company's ships are all navigated by Englishmen, and the Americans are all navigated by their own people, and I have never seen much difference between the American and the Company's seamen.

1990. Do you imagine that the English seamen are inferior in point of character and conduct to the American seamen?—I do not see much difference.

1991. Have you carried opium to China?—Yes.

1992. Can you state any quantity that you have ever carried?—I have carried about 100 chests.

1993. Is that opium smuggled into China?—It is.

4 Mar. 1830. 1994. Who takes the risk of the smuggling?—The person to whom we sell it.

Mr. J. Aken. 1995. To whom is it commonly sold?—It is generally sold to outside men.

1996. Do the Hong ever purchase opium?—I believe not.

1997. Do you know how the outside merchant introduces it into China?—I am not acquainted with that.

1998. Is not it a fact, that they bring the boats alongside, and then it is thrown out of the ship into the boats?—Yes. When I sold my opium I gave an order upon the chief officer to deliver it, but the person to whom I sold it takes the risk entirely in taking it from the ship; he pays me for it before he gets the order.

1999. What does he generally pay you with?—In dollars or Sycee.

2000. Do you happen to know the method by which the opium is smuggled into the country?—They take it from alongside in smuggling boats that are well manned and armed, and there are a great many rivers, branches, and islands and different places, and they put off directly with it, and they set all the government boats at defiance. I have seen that myself. I have seen four mandarin boats surrounding my ship when I had thirty chests of opium to smuggle, and I was prevented from going to sea on account of the opium, and I sold it to the people. I went down myself and saw the way that they smuggled it. They stripped the chest entirely away, and took nothing but the opium, and put it into the bags, and we open the lower-deck port, and in one moment they put the opium into the boat, and all hands are off in a moment. We did that in a very heavy shower of rain. There was a cry out about three minutes afterwards, but the boat was gone like a shot.

2001. Were the mandarins' boats lying near?—One was lying a-head touching the ship, another was lying at the stern, and another was lying upon the opposite side.

2002. They were there to prevent smuggling?—Yes.

2003. Do you obtain greater or less price for your opium in proportion to the degree of vigilance of the mandarin boats?—No, I never knew any difference made on that account.

2004. If the mandarin boats had not been there, should you have obtained a larger price?—I do not think we should have got more. They always make certain of it; and it always struck me, that there was an understanding between the smugglers and the mandarin boats: there is an apparent vigilance kept up which has no existence in my opinion. I have been told so by a number of people.

2005. Might not other commodities, of small bulk, be intro-

duced into China by the same means?—I should think they could, very easily. 4 Mar. 1830.

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2006. Do you happen to know whether it is a practice with regard to any other commodities except opium?—Saltpetre, which is a bulky article, is smuggled. I used to smuggle it myself; at least, I carried it there, and it was smuggled by the people to whom I sold it.

2007. Is saltpetre a prohibited article in China?—No, you can sell it to the government if you please; but we cannot sell it so well to the government. We can generally get about two dollars a pecul by smuggling it.

2008. Is that on account of the duty paid to government?—I think it is.

2009. Have you known of any other article being smuggled?—I think sometimes broadcloth is smuggled.

2010. By the Americans or the English?—By the English. I once carried two bales of cloth, and it was smuggled, I know; but wherefore I cannot say, because it did not belong to me.

2011. Do you happen to know whether the cargoes of goods which go from England on board of the American ships are introduced into China legally, or are smuggled?—I cannot say; but I really believe that they are introduced legally, because I have been acquainted with so many American supercargoes, that I think I must have heard of it if it had been otherwise.

2012. With respect to the opium that you carried out to China, was that purchased at the Company's public sales?—Yes, at Calcutta.

2013. Can you state with respect to the value of the opium, whether the Malwa opium is better than that grown in Bengal?—The Patna opium is the best.

2014. What is the next in point of quality?—I believe the Malwa they like the best in China. The Turkish opium has come there within these last ten years, and is likely to supersede the Bengal opium. The Chinese did not like it in the first instance, but I believe now they are more reconciled to it, they like it equally well, and it is much cheaper. That has done a great deal of harm to the sale of the Bengal opium.

2015. Is any Turkish opium introduced through any of the Company's ships into China?—Not unless it is smuggled.

2016. Should you reckon the Malwa opium the least good of those you have mentioned?—I know nothing but of the Patna opium; that was the only opium that I had any thing to do with. We generally used to buy it in Bengal from 1,900 to 2,000 rupees a chest; and we generally used to get 1,200 to 1,400 dollars for it in China, sometimes 1,500 dollars.

2017. Is the opium sold at Bombay lower in price than that sold at Calcutta?—I believe it is.

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2018. Are you not aware that all the opium which comes from Bombay is Malwa opium?—It may be, and I dare say it is; but I am not acquainted at all with Bombay. I have been very little on that side.

2019. Where did you effect your purchases of opium in India for the China trade?—They were generally made at the Company's sales.

2020. Are those purchases made avowedly and openly for the China trade?—I believe so. We clear out with the opium in the ship. It is well known by the Company that we take it to China.

2021. Do the opium chests bear the Company's mark?—Yes.

2022. Before they are sold in China, is the opium changed from those chests into any other packages?—No, they are sold in the original packages.

2023. Are they sold in China in any mode of packing bearing the Company's mark?—Yes, they are sold with the Company's mark on them in China.

2024. Is the Company's mark upon the chests of opium, or upon the packet of opium?—Upon the chests. They strip the chest way entirely when they take it away, and throw it overboard; and it is then put into bags.

2025. Then nothing bearing the Company's mark goes ashore in China?—Nothing at all: we strip it and throw the chests overboard, and destroy them as soon as we can.

2026. Then the purchaser looks at the mark, and it gives confidence to him?—His confidence is generally placed in the seller.

2027. Is not the opium sold at the Company's sales made up in bales of the most convenient size and shape for smuggling into China?—Yes, it is.

2028. Have you ever purchased any tea at Canton?—I have, both black and green.

2029. From whom have you purchased it?—Both from the Hong and the outside merchants.

2030. Have you ever found any difficulty in getting the tea you wanted to purchase?—Not the least.

2031. Is not there a certificate given in the opium chest, containing the name of the Company's opium agent and a statement of the weight?—There is; that is in the inside of the chests.

2032. Is that certificate communicated to the Chinese merchants who deal in the opium?—No, the person that purchases it never looks at it at all; but I remember seeing them broken

open, and I remember seeing a paper of that description in the inside of the chest. 4 Mar. 1830.

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2033. Is the tea purchased as you have described packed and sent on board by the merchant of whom it is purchased?—It is.

2034. And that merchant is responsible for the quality of the tea so sent?—When I have been purchasing from an outside merchant, I have generally wished to have the chest opened here and there; and he has been always very willing to do so, to examine it.

2035. Did you ever find any chest of tea inferior in quality to the sample which you have purchased?—I never did.

2036. Do you know whether any custom prevails in China of returning two chests for one, where an adulterated chest of tea is given to the purchaser?—I have not heard of that; I have heard that there have been some tricks occasionally, but I believe in a very trifling degree.

2037. Do you conceive the tea that you purchased at Canton was as good in proportion to the description of the tea, as that which you purchase in England?—Equally so.

2038. What have you paid for the gunpowder tea at Canton?—From 60 to 65 Spanish dollars for the best, per pecul; gunpowder tea can be got for less.

2039. And what for the best black tea?—The best black tea, from 40 to 45.

2040. How do you generally pay for that tea?—We sometimes pay for it in barter, but generally in dollars.

2041. Do you buy it cheaper when you pay for it in dollars than when you pay for it in barter?—That is a matter I can hardly say, because when you pay for it in barter, you can hardly put the dollars in competition with it.

2042. You do not find it difficult to take tea in exchange for goods from the merchants?—No, very easy.

2043. In the year 1819, could your ship have been chartered from Canton to some port on the continent of Europe, if you had been permitted to do so?—Yes.

2044. Would that have been a profitable voyage to the ship?—Very profitable.

2045. Who would have taken up the ship at that time?—A Prussian merchant at Canton.

2046. What would he have paid per ton for it?—£25.

2047. Did you request permission to undertake that voyage?—Yes, I applied to the supercargoes.

2048. Did you obtain that permission?—No.

2049. To what port of Europe was it proposed to charter the vessel?—To Hamburg, I think.

2050. Is the country trade carried on almost entirely by the free-traders from India and China?—Yes.

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2051. Do the Company take any part in that trade?—I do not think the Company themselves take much part in the trade. The captains of the Company's ships generally bring a great many things from Bengal, Madras, and Bombay, or Penang; they all take in pepper, cotton, and any thing of that kind that they could get, and, I believe, it is generally taken on the captain's account.

2052. Can that trade between India and China be carried on by houses resident in England?—No.

2053. What is the reason why it cannot?—I do not know the Company's reasons; but it is by the regulation of the Company that we can only go to China by license of the Company.

2054. You have stated that the captains in the East-India Company's service carry on some portion of trade on their own account, do you allude to the goods which they take in the privileged tonnage?—I believe that the Company do not send cargoes themselves from those ports, from ~~either~~ Madras, Bombay, or Calcutta, and therefore the captain generally takes in as much as he pleases, without any hindrance whatever. The privilege which the captain and the officers have is at their loading port at Canton from India to England.

2055. Do you know how the officers of the Company dispose of the goods which they import into China under their privilege?—They generally sell them to the Hong merchants.

2056. Have you known any cases in which they have dealt with the outside merchants?—Yes, they deal with both.

2057. Have you known any instance in which the country ships have traded with ports in China to the north of Canton, Amoy, and Lingpo?—No, I never heard of any.

2058. Do you consider that there is much sea risk attending a voyage from England to Canton, if undertaken at the proper season?—No, there is very little risk.

2059. Is there greater or less risk than there is in a voyage from England to Calcutta?—I think there is a great deal less, but that is owing to the navigation in the Hoogley river.

2060. Supposing the freights to be the same, would you rather undertake a voyage from England to Calcutta, or a voyage from England to Canton?—To Canton.

2061. Have you not lived at the Cape of Good Hope?—I have, for seven years.

2062. Did you purchase tea while you were there?—I used to purchase tea for my family use.

2063. At what time did you live there?—From 1821 to 1828.

2064. What did you give for the best black tea per pound at that time?—About three dollars and a half, which is nearly 5s.

2065. What is the duty paid upon the importation of tea into the Cape?—It is an ad valorem duty of ten per cent. 4 Mar. 1830.

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2066. Was it imagined at the Cape that a considerable profit was derived by the Company from the sale of tea at that price?—I think it is generally believed to be about 100 per cent. after paying all charges.

2067. Do any other parties, except the Company, bring tea from China to the Cape of Good Hope?—No other. About twelve months before I left the Cape there were a few chests brought from England, which the Company could not prevent being landed there, brought in a private ship.

2068. Could tea brought in a private ship from any other place except England be landed at the Cape of Good Hope?—No.

2069. Did you ever apply for a license to export tea from Canton?—Yes, we always applied for our license previously to sailing from Calcutta.

2070. Did you ever apply for a license to export 800 chests of tea to a port within the Company's limits?—Yes.

2071. Was that granted?—No, only for 400.

2072. To whom did you apply?—To the government in Calcutta.

2073. If that license had been granted to you to export tea from Canton to the amount of 800 chests, could you have made a profitable voyage, that being part of your cargo?—Not with 800 chests; but it would have been so if I had been allowed to take any quantity I pleased. In so large a ship as mine, 800 chests of tea would not have been an object, but in a small vessel it might have been a very great one.

2074. Where would you have taken that tea to?—To the Isle of France and the Cape of Good Hope.

2075. But the small quantity you were allowed to take was not a sufficient inducement to you?—No.

2076. Could you carry tea at all to the Cape of Good Hope?—Not at all to the Cape of Good Hope.

2077. Would you have been allowed to take 400 chests of tea to any port within the Company's limits, except the Cape?—Yes.

2078. Is the Mauritius also excepted?—I cannot say. Our license ran thus: "you can take 400 chests of tea in at Canton, to dispose of it at any intermediate ports between this and Calcutta." Now it is a query whether you could make the Isle of France an intermediate port; perhaps it would be out of the way: but that question was brought before the court at the Cape of Good Hope. There was a ship that brought tea there, and she was seized; they gave bond, and afterwards the question

4 Mar. 1830. came before the King in council, and the ship was afterwards liberated.

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2079. What was the date of that?—I think it must have been about 1823; a ship called the *Lady Flora*.

2080. Where did that ship bring the tea from?—From Canton.

2081. Was the tea allowed to be sold at the Cape?—Yes, I believe it was sold there. The ship was seized, and the cargo too. She had very little tea in, but she had a great many things that she brought direct from China. The question came before the court, and I was one of the evidence before the court. The fiscal brought a chart, and he asked me if I could make it out that the Cape of Good Hope was an intermediate port: and I asked at what time of the year the ship left Canton, and it appeared that it was the contrary monsoon to come down the China seas, and I said yes; that Captain Balsam, of the *Lady Flora*, perhaps had come round Cape Horn, and therefore the Cape of Good Hope was an intermediate port.

2082. What was the decision?—They decided against the ship. The ship was seized and her cargo also; but they gave bond, and it was about three years afterwards decided by the King in council, and the ship was liberated again.

2083. Was the cargo allowed to be sold at the Cape of Good Hope?—It was.

2084. Have you ever purchased gunpowder tea at Canton to be sold at Penang?—Yes.

2085. What did you sell that tea for at Penang?—About 76 Spanish dollars per pecul.

2086. Was a profit realized by you upon that sale of tea?—I generally used to make about 15 per cent.

2087. Can you state the price of tea of similar quality at the Cape of Good Hope?—The price of gunpowder tea at the Cape of Good Hope was about six dollars, or nine shillings per pound. Besides the government duty of 10 per cent. the Company pay about five or six per cent. for the auction duties at the Cape. They oblige them to sell all by auction, therefore they collect the duties upon the auction sales.

2088. Then the whole duties paid upon the sale of tea would be 16 per cent.?—That is paid by the Company.

2089. Can you tell what the duties are paid at Penang?—Upon tea I cannot say. I think the people who purchased from me always paid the duty themselves. I believe it is very trifling.

2090. It is not so much at Penang as at the Cape of Good Hope, is it?—Perhaps not so much. 10 per cent. is but very small upon tea.

2091. Is not tea a very common beverage in China?—Yes, the black tea is a very common beverage. Every Chinese house you go into, there is the tea always on a sideboard, as a bever-

age, in the teapot, and you may help yourself to a glass of tea at any time you please; it is always in the room. 4 Mar. 1830.

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2092. Do they drink it without any admixture?—They sometimes have a little sugar, and sometimes not; there are a great many drink it without any sugar.

2093. Do the Chinese drink green tea?—I think not.

2094. Do the neighbouring nations?—I think not. I think they generally drink black tea.

2095. Supposing the trade between England and China were more completely free, do you imagine that the Company would, under the present state of things, be able to carry on their trade?—They might carry it on, but I believe with a loss. I mean so far as regards their present establishments. If their establishments were to be as great as they are at present, there must be a loss.

2096. Could they continue to pay the present amount of freight that they pay between England and China?—No, I do not think they could.

2097. What is the amount of freight?—I cannot say exactly what the freights are, but I know they are much greater than any free-traders can possibly get.

2098. What is the present amount of freight between England and Calcutta?—About £4 to £4. 10s. a ton, out and home, with what we call dead weight; heavy goods and light goods. The average of £4 out and £4 home, is the general rate of freight.

2099. Do you happen to know the rate of freight paid by the Company in a voyage from England to Calton?—I do not know.

2100. What would be the rate of insurance upon a ship from England to Calcutta?—I think about three to three and a half per cent.

2101. You have stated that you live at Wapping, what kind of life are you now in?—A sail-maker, ship-chandler, and provisioner.

2102. Have you ever shipped any goods to India lately?—No.

2103. From what source is your knowledge of this freight derived?—I am every day upon the Royal Exchange.

2104. You have stated that you were at the Cape from 1821 to 1828; had you a partner there?—Yes.

2105. What was his name?—Monteith.

2106. What did you deal in principally there?—In India goods principally; we had two brigs that traded between Calcutta and the Cape with India goods.

2107. You have given the Committee information as to the China trade between the years 1817 and 1819; have you had any knowledge of the China trade personally subsequently to the year 1819?—No; I knew very little about it, except from

4 Mar. 1830. having seen persons coming past that I have asked questions of, but I had no personal knowledge since 1819.

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2108. Do you know Mr. John Bagshaw, formerly of Calcutta?—Yes.

2109. Was he a consigner of goods to your house?—No, he was not.

2110. You had no goods in the hands of yourself and your partner belonging to Mr. Bagshaw at any time, had you?—No.

2111. Had you any dealings with Mr. Bagshaw?—No.

2112. With respect to the tea you saw at the Cape coming from England, what year was that in?—I think it was in 1826, but I am not certain as to that point.

2113. By what ship did it arrive?—I cannot say, but it was consigned to Messrs. Borradaile, Thompson, and Pillans, at the Cape.

2114. Do you know the quantity of tea?—I cannot say the quantity, but I should say twenty chests, or something of that kind; it was but a small quantity.

2115. Had you any means of seeing the quality?—No I had not.

2116. And you have no knowledge what it sold for?—No, I had not the least.

2117. Was not the importation from England of the tea to which you have referred, because of its being of a superior quality to that which usually came from China?—I did not know the cause: they expected they could import it from England, and sell it at the Cape cheaper than what the Company did.

2118. The quality being the same?—The quality being the same.

2119. Do not you know that the usual mode of navigating the country ships is without any Europeans on board, except the captain and the officers?—Both my voyages to China we had two Europeans among the sea-cunnies.

2120. Were they Europeans or half-caste?—They gave themselves out as Europeans, and I believe they were.

2121. Were not the crew all Lascars?—All Lascars.

2122. What sized vessel do you consider most convenient for carrying on the Canton trade?—At that time I think vessels of 600 or 700 tons were the best for that.

2123. You say at that time; has your opinion varied since that time?—No, I have not any opinion different from what I had at that time. I have been told that they do navigate now with smaller ships than they use to do; but my reason for having a larger ship was, that the duties being nearly the same in some things, we reckoned that the expenses were lessened by having them in large ships.

2124. Is there any other duty but the cumshaw which is the same?—I believe nothing but the cumshaw. 4 Mar. 1830.

2125. To whom did that vessel belong?—The agents were Alexander and Co.; she belonged to me and a house at Liverpool. *Mr. John Aken.*

2126. In Canton did you do your own business, or was it done by a country agent there?—The first voyage I consigned my ship to the American consul, a Mr. Wilcox; but I found the business so very easily done, that I transacted my own business afterwards.

2127. Do you consider that you could do your business there to the same advantage as it was done by the resident agent?—Equally so.

2128. Did that arise from your own knowledge of the place, or do you suppose that any captain coming there for the first time would do his business there as easily?—I think equally so.

2129. How came you to select an American house; had you any reason for not taking any of the English houses of agency?—There was no English house there. There were Englishmen, but they were under the foreign flag: no Englishman is allowed to remain at Canton.

2130. Do you mean to say there were no English houses of agency established at Canton?—None; they are not permitted by the Company.

2131. Were there not English houses acting under foreign flags?—Yes.

2132. Houses of respectability?—Houses of respectability.

2133. And doing considerable business?—Doing a great deal of business.

2134. Was Mr. Davison there at that time, and doing a great deal of business?—Yes, I knew both the Davisons.

2135. Do you consider that you bought your teas as advantageously as the Company's Factory bought them?—I should think not. I think the Company could purchase their teas cheaper than we could, because they had greater facilities. The Select Committee is there the whole year, and they certainly can purchase their tea cheaper, because they take such large quantities.

2136. So that you think the Company, in consequence of their being such large dealers, can command the article at better prices than individuals?—I think they can.

2137. Does not sometimes the fact of your wanting large quantities tend to enhance the price to the buyer?—No; I cannot say that it does; there generally is a price put upon it after it comes into the Hong, which they do not deviate from. But the Company, I believe, barter a good deal; I have been informed so by the supercargoes.

4 Mar. 1830. 2138. Do you think the teas are bought upon better terms by being contracted for the year before?—I should think so.

Mr. John Aken. 2139. You think that the contracting is a better system with the Chinese than buying upon the spot?—I should think it is.

2140. Do you think the Company gets a better quality of tea than the free-traders?—I think not. I have had my information upon that point from the American supercargoes; and Mr. Wilcox, who was a very well-informed man, told me that he could buy teas of as good quality as any of the Company; he has been frequently there in the Company's stores, when they have been tasting the teas, and he declared to me that he could buy as good teas, and that he had sent to America teas equally as good as the Company's: but what terms the Company have purchased their teas upon, I am not informed.

2141. Is that speaking of tea generally, or black tea or green tea?—Of tea generally. But the free-traders would have a great advantage over the Company, which would more than compensate, I think, by coming cheaper, not having such a large establishment, and having their ships at a less freight. The Company's establishment there is immense, and is a very heavy expense, which the free-trader would not have; and I think the free-trader could come into the market and dispose of all his teas in Europe at a cheaper rate than the Company could.

2142. Do you consider that, as far as concerns the mere dealing with the Chinese, the Company can do it better than individual merchants can do it?—I think they can, under the present system.

2143. Do the Factory, upon the whole, rather impede the private trade, or do they protect and encourage it?—They do neither the one nor the other. They take care that you do not take any more tea from China than your license allows you. You are obliged to report to the chief supercargo the cargo that you bring to China, and also what you take away; and if we do any thing at all derogatory to their directions, or the instructions we receive, they will foreclose the bonds which we are under at Calcutta, which I think is two lacks; a lack for the captain and a lack for the merchant.

2144. Are they at all vexatious in their interference with you?—Not the least; they are very liberal; they behave exceedingly well to all the country captains.

2145. You do not consider them as going out of their way to molest you?—Not at all.

2146. From your experience of the trade of those seas, do you think that if the China trade were entirely thrown open, branches of trade would not spring up which are now kept under by the monopoly?—There is not the least doubt of it. In all the coast of Cochin China I have turned down with the

Exmouth with a foul wind, and I have turned into several fine harbours all the way along the coast; we turned into six or seven different harbours along the coast, and I am sure there might be a great trade carried on if those ports were open: and not only that, but with the great islands of Japan, which we have no communication with whatever. I have often thought that if an embassy was sent to Japan, and a favourable result ensued, there would be no doubt an immense trade; for those people are now emerging to civilization, and I have often thought that a very great trade might be carried on there. If an English whaler, by accident, be cast away there, they use them very ill, and murder them generally; but the Dutch carry on a great trade there from Batavia.

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2147. When you speak of the monopoly being an impediment, do you mean the restrictions which now exist by law to the free trade in those seas?—That is what I mean.

2148. Do not you think there might be considerable trade with the Philippine Islands?—A great trade might be carried on with the Philippine Islands and the coast of Borneo.

2149. Do not you think that the ingenuity arising from a free exertion of private interest frequently starts means of trade to merchants which were unknown before?—Yes, which had no existence before, no doubt of it; a great deal might be done if the trade were open.

2150. Is there any trade at present between Mexico and Canton?—Not from Mexico, that I know of; but there is a great trade carried on by the Americans from the north-west coast of America to Canton.

2151. Do you know any thing of that trade?—Yes; both the voyages that I was in China several small vessels came there, from 250 to 350 tons, and they had generally furs and some fine oil, which they sold at Canton, and purchased cargoes, and went home to America.

2152. Do you know from what part of America they came?—From Nootka Sound and Cook's Inlet.

2153. Is that trade at present entirely confined to the Americans?—Entirely, because an English vessel cannot go to Canton at all: that was one of the greatest grievances that I saw.

2154. Do not you think that English shipping would, if that trade were open, have the same advantage with the Americans in carrying on the north-west trade with China?—Yes; no doubt about it.

2155. Did you understand that to be a very profitable trade to the Americans?—Yes, very profitable. Several gentlemen that were embarked in the business said it was a very profitable one.

2156. Do you know any thing of a trade between South Ame-

4 Mar. 1830. rica and Canton, from Valparaiso and Buenos Ayres?—No, I do not. There is a trade from Manilla to Canton; but they seldom go to Canton, they generally stop at Macao.
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2157. Was the Company's factory any protection to you in carrying on the trade with the Chinese?—Not the least. If the Hong merchants had been guilty of any fraud, or any thing of that kind, I believe the supercargoes would take it up and assist me in that particular, and perhaps interfere with the Viceroy.

2158. Do you know of any instance in which the private trade derived any benefit from that sort of intervention?—No, I do not know of any.

2159. Did you ever hear that the Americans or Europeans trading to China derived any protection from the Company's factory?—Not the least.

2160. Did you ever know of any case occurring, such as you have alluded to, with regard to a Hong merchant, which required such an interference?—I believe there has been such a thing, but not in my time, perhaps one case may happen in twenty-four years, but I believe it is of very rare occurrence.

2161. You have stated that when you were at Canton there were several Englishmen carrying on trade there as agents under foreign flags; will you state what was the firm of the house in which Mr. Davison was?—Davison and Co.

2162. Under what flag did they do business?—I cannot say whether it was Danish or Prussian.

2163. What other English houses were there there?—There was Magniac's house; I think they were under the Danish flag. I think those were the only two English houses.

2164. Do those English houses do a great deal of business?—A great deal.

2165. Was any of it with Europe, or was it principally confined to the country trade?—There was both.

2166. Do you know whether any of the partners of those houses are now in England?—I do not know.

2167. Suppose you had an opportunity of forming your own design for an adventure to China, and being supplied with means, selected such a cargo as you thought suitable for export, and obtained in return a cargo of tea, do you think you could obtain a more favourable result than the Company now does?—I think I could have a more favourable result, because I can sail my ship cheaper, and I have no incumbrance in China, therefore I could sell my cargo equally as well as they could. I could purchase my teas, perhaps, not quite so well, but I could sell it in England cheaper a great deal than what they could.

2168. Would the difference be great in degree between your

result and the result the Company now obtains?—I should imagine I could make ten per cent. more than the Company now does. 4 Mar. 1830.
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2169. Do you know now what the profit is which the Company makes?—The Company make, I believe, a hundred per cent.

2170. Then do you think that you could make upon an adventure more than a hundred per cent. profit?—No; because if the free trade was open, we should have tea cheaper, and the prices would be much less.

2171. Did you not, in the answer you have given, mean to compare your adventure with an adventure by the Company, in case the trade was open?—Yes, in case the trade was open; not at present; but if the trade was open, I am certain that I could bring that commodity here, and sell it cheaper than the Company could.

2172. Supposing you obtained permission to send a ship in the present state of things from this country to China, what profit do you imagine, with the present prices of tea in the market here, you would realize upon that voyage?—That would be a thing that I could not estimate.

2173. How do you calculate that the Company gain a hundred per cent. profit?—From what I have seen of teas sold at the Cape of Good Hope; and I know very nearly, though not exactly, what they give for them in China, according to what I gave for them myself: they may get them a shade lower, but it is a trifle.

2174. Comparing the prices at the India sales with the prime cost at Canton, should you say that they get one hundred per cent. clear profit, after deducting the charges?—I have no doubt of it.

2175. What, in your opinion, would be the difference in the expense of freight between a Company's ship and such a one as you should think suited to the China trade?—The difference would at least be forty per cent.; I could fit my ship out at least forty per cent. cheaper than the Company do at present.

2176. Then, if the sailing of a ship in the Company's service cost £14 per ton, it would cost you but £10?—Yes.

2177. Is not your assertion, that you could sell cheaper than the Company, founded upon your belief that they make a hundred per cent.?—Yes, it is

2178. In the sort of adventure that has been spoken of, that is of going out to China for a cargo of teas, is there any branch of that adventure in which you think you would have an advantage over the Company, excepting in the article of freight?—No, only in the article of freight, I should think; but I am not acquainted exactly with what the Company take from this country to China; they take lead, broadcloths, and different

4 Mar. 1830. sorts of woollens; but it is quite a secret in Canton, we know very little about it.

Mr J. Aken.

2179. You have already stated, that you think the Company could deal with the Chinese upon better terms than you could, do you think they would not also provide their money there upon better terms than you would?—No, I do not think they would, because you can draw bills upon any respectable merchant living in London; the Chinese would take them with the greatest ease. In fact, the house of Baring & Co. in London was drawn upon by the Americans on as good terms; at least the supercargoes told me so.

2180. Do not you think the private-trader would discover many articles that would suit the market there, if he was left at perfect liberty, which the Company never dream of?—Certainly, a great many things which the Company never think of.

2181. Do not you think the opening the trade would have the effect of extending the list of commodities in which the trade is carried on?—Yes.

2182. Do you know any reason why the supercargoes at Canton could not find out those articles?—I cannot say why they did not do it.

2183. Have not they, residing there, and having persons in their employment, the very best means of finding out the articles adapted to the Chinese market?—Certainly.

2184. Although the Company's supercargoes are constantly residing there, do you think it probable that the servants of the Company would be as anxious to push their trade as individuals who are trading for their own account?—No, I do not believe it; I think individuals upon their own account would push the trade much more than it is at present.

2185. Are not you aware that the Company's captains and officers are permitted to trade as merchants to China?—Yes.

2186. Why do you suppose individual merchants would be more active than those captains and officers who are merchants?—We can only draw an inference from what has happened from opening the trade with Calcutta; there is an immense trade now carried on with Calcutta, compared with what there was before the trade was opened.

2187. Is it in the power of any Englishman to go into China without leave of the Chinese authorities?—Canton is the only port that is open to trade at all to any person.

2188. Do you consider it possible for Great Britain to permit Englishmen to go into the interior of China?—I have taken Europeans, I have taken a French bishop and his suite, who went into the interior of China; I landed them at Macao, and they were to go into the interior as missionaries.

2189. Are not the Company's servants, who deal in China on

their own account, obliged to confine themselves to the precise voyage which is pointed out by their masters; that is to say, that they can only go where their masters send the vessels to? —Yes.

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Mr. J. Aken.

2190. Have not the private trade, on the other hand, the power of selecting all the different markets, both of the East, and of Europe, and of America? —Yes.

2191. Must not that unlimited range give them a great advantage over the Company's servants, whose trade is so restricted? —Certainly.

2192. Did not your answer relate to the trade in China alone? —In China alone.

2193. You speak of there being six or seven ports in Cochin China which are now frequented; how does the Company's monopoly prevent those ports and places being traded with? —I do not know. The Company has nothing to do with that, it is an arrangement by the Chinese; they do not suffer any other port to be opened but Canton.

2194. Did you mean to say, that those ports to which you alluded are not traded with in consequence of the monopoly of the Company? —No, the Chinese prevent it themselves, and the Cochin Chinese. The whole range of the coast, as far as Siam, is under the Chinese government, but only nominally so.

2195. Upon the occasion when you sailed along those harbours in Cochin China, do you think the native authorities would have permitted you to enter if the Company had given you leave? —That I do not know; I did not like to try that.

2196. Are there not various products of the Eastern Archipelago which are fitted alone for the China market? —There are: there is trepan, which the French call beche-le-mer, and birds'-nests.

2197. Are you aware whether the trade carried on with the Eastern Archipelago in the articles you have alluded to is a considerable trade or not? —It would be very considerable, to small vessels particularly. They could take in those articles I have mentioned, also sandal-wood, which is taken to the Chinese market, and is a very profitable thing.

2198. Are not the country ships of India allowed to trade with Cochin China from Calcutta, so far as the English government are concerned? —At that time they were not: our license allowed us only to go to Canton, and we cannot trade with any other ports, except what our license allowed.

2199. Do not you know that a license could be obtained in Calcutta to trade to Cochin China? —I do not know.

2200. Is a license ever drawn out for a voyage without specifying a particular port? —No.

2201. Do you think you could not have obtained a license

4 Mar. 1830. empowering you to enter any port upon the Cochin Chinese coast?—I have always been given to understand so.
 Mr. J. Allen.

2202. Did you ever get a license to touch and trade at various ports?—No, the license runs thus: to go to Canton, and to touch and trade at any intermediate port between there and Calcutta, outward and homeward; but that is only to the country vessels.

2203. Would that license include the ports on the coast of Cochin China?—Yes; but I have always understood that we could not trade with any port of Cochin China.

2204. That is, that the Chinese government will not suffer it?—Yes.

2205. Are not you aware that the country ships might clear out for any part of Cochin China, if the local government would permit it?—I am not aware of that.

2206. Do not you think there would be much more probability of overcoming the prejudices of the Chinese in regard to intercourse with Europeans or other ports than Canton, if the monopoly of the East-India Company were done away with?—No. If the monopoly of the East-India Company were done away with, it would make no difference whatever, I believe, or alter the Chinese policy at all.

2207. Do not you think that the enterprize of private traders would induce them to go to other ports, and that the Chinese would see the advantage of taking their goods and trading with them?—They might in the course of time, but at present I should think not. An embassy sent into China for the purpose might, perhaps, do away that prejudice, but not any thing else done by individuals.

2208. Do not you think the Chinese would see the interest they had selling their goods?—No doubt they do see it, they know it very well; but the government is so very arbitrary that they cannot do it. The best-informed Chinese that I ever met with, said, that if all the ports in China were thrown open, it would be a great advantage to the Chinese.

2209. Have you heard that opinion generally expressed by the intelligent Chinese?—I have.

2210. As the government seems to possess so little power to put down smuggling, is it not to be supposed that they would not be able greatly to control what is done at those ports?—I believe that is the reason for allowing Canton to be the only port that is open.

2211. What do you think would become of any vessel that went into any port but Canton?—They would imprison the crew, and take the ship away from them.

2212. Although it is a great advantage to the Chinese to trade, you think they would lay hold of the crew of any vessel

that went to seek trade there?—I have no doubt of it, because it is prohibited.

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2213. Has any instance come to your knowledge of any European vessel having gone to any other port than Canton?—None, except Macao.

2214. Have you been much in the way of hearing of instances of the sort, if they had occurred?—I have been in that part of the world upwards of thirty years ago, but I never knew an instance of a ship trading to any other port over which the Chinese had any control whatever.

2215. Might not such a thing have taken place without your knowing any thing about it?—I think I must have known it.

2216. Have you met with a number of Chinese junks in the course of your voyages there?—Yes.

2217. Have you ever had any dealings with any of the people in the junks?—No, I never have; but those junks now have found their way to Singapore. There are great quantities of them come there directly from Canton; and they come, as I am told, from some of the ports of Cochin China to Singapore.

2218. You stated that the port charges at Canton, excepting the cumshaw, were in proportion to the measurement of the vessel: do you then consider that, except in respect of the cumshaw, there would be no difference in the advantage between navigating a small and a large ship, as far as the payment of the port charges are concerned?—There may be some charges, as far as regards the linguist or the comprador's fees; but, generally speaking, I believe there is no difference except in the cumshaw.

2219. You said, that saltpetre was smuggled into China, because it was sold to greater advantage than if sold to the government: do you mean by that, that the Chinese law forbids the sale of saltpetre openly to any person except to the government?—Yes; they do not allow it to be sold except to the government.

2220. Do you conceive that if the Chinese trade were entirely free, it would be a beneficial measure to the natives of British India?—I do not know that it would be more beneficial to them than it is at present, but I think it would be a great benefit to the United Kingdom.

L O N D O N :
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PART III.

SECOND REPORT.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEES

OF

THE HOUSE OF COMMONS,

APPOINTED TO ENQUIRE INTO

THE PRESENT STATE OF THE AFFAIRS

OF

THE EAST-INDIA COMPANY,

AND INTO THE

TRADE BETWEEN GREAT BRITAIN, THE
EAST-INDIES, AND CHINA,

AND TO REPORT TO THE HOUSE.

LONDON:

PRINTED FOR PARBURY, ALLEN, AND CO., LEADENHALL
STREET; AND J. M. RICHARDSON, CORNHILL.

1830.

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LONDON:
PRINTED BY J. L. COX, GREAT QUEEN STREET,
Lincoln's Inn Fields.

SECOND REPORT.

THE SELECT COMMITTEE appointed to inquire into the present State of the AFFAIRS OF THE EAST-INDIA COMPANY, and into the TRADE between *Great Britain*, the *East-Indies*, and *China*; and to report their Observations thereupon to the House; and who were empowered to report the MINUTES OF THE EVIDENCE taken before them from time to time, to the House;—

HAVE made a further Progress in the Matters to them referred, and had examined several Witnesses; and directed the MINUTES of the EVIDENCE to be reported to the House up to the 18th day of this instant, March, inclusive.

18th March 1830.

MINUTES OF EVIDENCE.

Lunæ, 8^o die Martii 1830.

WILLIAM WARD, Esq. in the Chair.

Captain RICHARD ALSAGER, called in, and examined.

8 Mar. 1830. 2221. WHAT is your profession?—I have been nine voyages
in the Company's service as an officer, and five as a commander.
Capt. R. Alsager. The last ship I commanded was the Waterloo, and previous to
that the Grenville.

2222. What was the tonnage of the ship you formerly commanded in the service of the East-India Company?—The tonnage of the Waterloo is 1300 tons and a few over.

2223. Is there any advantage in having ships of that class for the China trade?—Very great indeed.

2224. Do they pay the same port duties in China in proportion to their tonnage as smaller ships?—I think the average of the port dues on a large ship came to about 20s. a ton; I think upon ships of 500 tons they would come to about £2 a ton.

2225. Are the ships in the Company's service made available for carrying troops and other territorial purposes?—They are very convenient and healthy; and standing high out of the water, there is always room and plenty of air.

2226. Have the governments of India employed them in war?—Several times. I have been fitted out under Captain Birch: we have mounted 44 guns; we considered ourselves then equal to any frigate.

2227. How did they answer as ships of war when so employed?—Remarkably well: they have several times distinguished themselves. When Captain Bulteel went out in the *Belliqueux* to India, he fell in with three French frigates on the Brazil coast. One he attacked; he sent two Indiamen after the *Medea*, which struck to the *Exeter*; the *Bombay Castle* coming up, the third was attacked by the *Warley*, and escaped by throwing her guns overboard and cutting some of her beams through. That was in 1800.

2228. If the same quantity of tea was brought home in smaller ships during the time of war as the Company have been in the habit of importing, could they have been protected by the convoys which the government appropriated for the protection of the Company's ships?—If they were in a smaller class of ships, say 500 tons, for example, it would take four ships to bring home one cargo such as it brought in one 1300 ton ship: consequently, if twenty ships is the regular number of our season, it would take eighty to bring home the same quantity of tea. I should think small ships scatter wide and far from the convoy, and the ships of the Company are able to protect themselves in some measure, and they are more obedient to the orders of the convoy, exclusively of their being able to protect themselves individually without any other protection.

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Capt. R. Alsage

2229. Is the discipline good in the Company's ships?—I think they are in the highest state of discipline, and such as to call for the commendation of gentlemen of the navy on several occasions.

2230. Why would one vessel of 1300 or 1400 tons carry as much tea as four or five vessels of 500 tons?—There is a greater capacity of hold; they take the cargoes regularly; they are of such immense extent that there is less breakage and less damage.

2231. What would be the rate of insurance under corresponding circumstances of a large vessel and a small one?—There is not any difference made at Lloyd's, except preference; and sometimes the underwriter gets a policy of more risk tacked on to the supposed less risk in the Company's ships.

2232. How many ships homeward-bound with tea have been lost in your experience?—I have no recollection of any since the Ganges, which I think must have been in 1806 or 1807.

2233. Where was the Ganges lost?—She foundered off the Cape. She was a ship that was built with scantling not equal to her size, and she was repaired at Bombay after having sprung a leak.

2234. How many ships have brought tea homeward since 1806?—I think the average is from twenty-one to twenty-three or twenty-four of the class of 1200 tons.

2235. Then there have been about five hundred ships in that period?—About that number.

2236. You attribute this small proportion of casualties to the superior quality of the ships?—Yes; and the care that is taken in their outfit.

• 2237. Supposing that the trade required twenty ships of the size which you have stated, and that of a smaller class eighty would be required, what, according to the least calculation of freight, would be the tonnage of the eighty ships; would it be a larger or a less charge of freight?—As a matter of calculation,

8 Mar. 1830. I should think the expense of the smaller ships would be less, exclusive of the advantages attending the large ships in themselves.
Capt. R. Alsager.

2238. By what calculation do you come to that conclusion? — There is a great facility in the large ships in receiving the cargo as it comes alongside. It is sent from Canton in boats containing 500 or 600 quarter-chests of tea; in the large ships they are taken in and put into their place immediately, for there is a greater extent of space to stow them, and they are not moved again.

2239. Would not the freight upon the large ships come to a smaller sum of money than upon the smaller ships? — The average freight of a large ship at present to China varies from £20 to £22 a ton out and home, taking it to India and China. The tenders are by open competition, and the lowest tender is always taken.

2240. What would be the freight of a smaller ship? — I have never sailed in a smaller ship, and therefore I am not capable of judging; but with the harbour expenses in China of £2 a ton, and the various equipments, I can hardly conceive they could do it under £16 a ton, paying all charges.

2241. Then would it be cheaper to employ large ships or small ones? — In a pecuniary point of view I should think the smaller would be cheaper.

2242. What would be the insurance of a vessel of the large class? — I have paid myself £6 per cent. insurance out and home upon the double voyage.

2243. Was that in peace or in war? — During the present peace. I have only commanded ships since 1817.

2244. What would be the insurance during war? — Twelve guineas per cent.

2245. Do you know whether the Americans introduce, by smuggling, articles into consumption in China? — I have not seen it, but I have not the least doubt of it.

2246. Do you think they could supply that market with benefit, by means of smuggling, which the Company do not engage in? — Under the shadow of the Company, I think they do often.

2247. Do you mean that the Company assist in smuggling? — No, I do not; but they make use of the Company's name. They have not the Company's sanction; but goods are made up, as woollens, in the shape of Company's bales, the Company's marks are on them, and they are passed as Company's bales when they are not so.

2248. Where are the goods unshipped? — At Whampoa; all ships unload at Whampoa.

2249. Have you known any instances, within your own observation, of this practice? — I have seen a bale or two in the Chi-

nese merchant's hong's that had been passed as Company's bales that were American. 8 Mar. 1830.

Capt. R. Alsager

2250. That you knew to have been American?—They were pointed out to me as American, and they were not quite correctly marked, and I have not the least doubt that they were American.

2251. Is it the general practice with the Americans to dispose of their outward investments and manufactured goods with a view of smuggling into China, and by whom are they smuggled?—I am not aware that the Americans can smuggle cargoes into China. They trade openly like other traders to China, except in opium: opium is a prohibited article. But I am not aware that the Americans are under any necessity of smuggling.

2252. Do they not dispose of their cargoes to the Hong merchants, who smuggle them?—I am not aware of that.

2253. What did you mean by stating that the Americans smuggled under the shadow of the Company?—If I made use of the word smuggle, it is perhaps stronger than I am entitled to use. I do not mean that they evaded the duties in China, but that the parcels were made up in the shape of the Company's goods, and sold as such when they were not so.

2254. Are you aware that woollens sent out by other ships are not of the same quality as the woollens sent out in the Company's ships?—There is not that care and attention: they are often Company's rejected goods that are taken out by individuals.

2255. How do you know that they are not so good?—By seeing some of them opened sometimes, and knowing that goods that have been rejected have been offered to me as a merchant, and the same goods I have known to have been sent out.

2256. Can you state the year when that occurred?—It is not confined to one year.

2257. Can you give the Committee any instance of it?—In 1819, in 1821, and in 1823.

2258. Were those goods offered to you at a lower price than the Company had stipulated to give?—Being rejected by the Company, they were thrown back upon the merchants' hands, and they were willing to sell them for what they could get.

2259. Was the merchant who offered them to you in England?—Yes.

2260. Do you believe that the goods rejected by the East-India Company afterwards find their way to China, and are sold?—I have not the least doubt of it.

2261. Are you aware whether they are sold for less than the Company's goods?—Some I have known sold equal, without the bale being opened, with the Company's mark.

2262. How can they have the Company's mark if they were not exported by the Company?—To a Chinese it would appear

8 Mar. 1830. to be the Company's mark; there is a heart and 4; instead of a V there is an I, there is a C or an L instead of an E; but to the Chinese the English characters are unknown, and the appearance of the mark is the same to them, though not really so.

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2263. So that they have not the Company's mark, in reality?—No; but it is what, at a short distance, a European would take to be the Company's mark.

2264. With this facility of imposition, is the Company's mark of any great importance in the Chinese market?—It is a guarantee to any bale that has the mark upon it.

2265. If an imitation can be so easily effected as to impose upon the Chinese, can the real mark be of any great importance in the Chinese market?—Experience may prove that they are mistaken in this mark, and they may begin to analyze it. I am speaking now of the early part of the time when they took it for granted that it was the Company's mark.

2266. Have the cases of deception to which you allude been numerous?—If one or two came under an individual's observation like myself, who had a great deal to attend to, I think they must be numerous.

2267. If they are numerous, what importance can you attach to the Company's mark?—I myself, as an individual, attach every importance to it, and those who are in the habit of dealing with the Company know it.

2268. You attach importance to it because you are able to distinguish the genuine mark from the forged mark; but with respect to the Chinese, whom you have stated as being incapable of making that distinction, what importance can they attach to the Company's mark?—They take them all to be the Company's mark, and they are taken up the country with that mark on them.

2269. If they are taken up the country with the forged marks as well as the real marks, is there any importance attached to the real marks?—I can only say that they are all taken up as real.

2270. Supposing a case occurred in which the Company's mark, either in reality or in imitation, were not upon a bale, would it pass current into the country?—I think it would be opened.

2271. How many pounds of tea do you reckon to be carried by the ton in a large vessel?—The black tea and the green are different, the green tea being more bulky and lighter; 900 cwt. I think, of black tea.

2272. What difference is made in the freight in consequence of going to India instead of proceeding direct to China?—There is generally a deduction of 30s. per ton for the circuitous route; 30s. are deducted for the double voyage between the two intermediate ports.

2273. Are the Committee to understand that the Company can send a ship loaded with troops to Madras, and thence to China, for 30s. less than sending it direct to China?—Thirty shillings more. 8 Mar. 1830.
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2274. Supposing a ship to sail direct to Calcutta, and another direct to Canton, would there, or not, be any difference in the freight? The freight to Calcutta would be less than the freight to Canton, because there are so many harbour charges in Canton; but what the difference would be I could not say.

2275. Would there be any other difference than the harbour charges?—I am not aware of any other difference; they are very heavy.

2276. Do you know the present amount of freight to Calcutta?—I have seen such variety that I can hardly quote any criterion.

2277. You have stated that upon a large ship the harbour charges at Canton would amount to £1 a ton, and upon a smaller ship £2 a ton; will you state what the items would be?—The Chinese measure from the centre of the fore-mast to the centre of the mizen-mast, and from outside to outside; the depth is not mentioned. There is a great space in a large ship between the centre of the fore-mast and the bows; there is also a large space between the centre of the mizen-mast and the stern, which is not measured, and there is a depth of seventeen feet in the hold, whereas a small ship has only about twelve or thirteen.

2278. The difference then arises from the large ship not being sufficiently measured by the Chinese?—There is a greater space unmeasured.

2279. You have stated, that there is a great advantage in carrying on the trade in large ships; supposing that to be the case, why could not the private trader carry on his business in large ships also?—The officers of the large ships are trained up for several years; they sail in the different grades during their various voyages, till the time they arrive at the command: they are better capable of undertaking the responsibility and the care of the concern than an individual put in there at once would be.

2280. Can you state whether the officers of the Company's ships import teas from India to China?—They do in their private investments.

2281. What quantity of tea does a captain import?—He is allowed fifty-six tons upon a ship of 1200 tons.

2282. What is the chief mate allowed?—They are all stated in the book of regulations; I think 103 is the sum total of the commander and officers.

2283. From whom do the officers of the Company's ships

8 Mar. 1830. purchase their tea?—Generally of Hong merchants, if we can get them.

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2284. Do you often find difficulty in getting them from the Hong merchants?—Not a great difficulty; we like that the person who secures our ships should buy our cargo.

2285. Do they often purchase tea from the outside merchants?—I have never purchased tea from the outside merchants. I have heard that officers have done it sometimes for barter, at great risk, and at great loss in quality. When they have returned to China, the person has not been found that they bought the tea from.

2286. Are all the younger officers competent to the management of that transaction?—The duty of their office requires too much attention generally for them to engage much in trade; and, as such, generally the commander has paid them a certain sum for their investment.

2287. What does he pay, commonly speaking, for their tonnage?—It varies according to the amount of investment in China, and the difficulty of remitting home, from £20 to £40 a ton.

2288. Has it ever been higher than £40 a ton?—I have never paid more.

2289. What is the amount of per-centage paid by the Company's officers to the Company?—I do not know: upon the ton it is about 25 per cent.

2290. Was it not larger formerly than it is now?—It was 33 formerly.

2291. When did the reduction take place?—I am not very competent to speak to the time: I suppose ten years. It was previous to my being a commander.

2292. Can you state the amount of the tea annually exported by the officers' privilege?—It varies very much; because an officer that has a large capital cannot afford to invest his capital in tea, because tea embraces but a small sum.

2293. Did you ever know it amount to 2,000,000 of pounds in any one year?—I cannot answer that.

2294. Have you ever had any bad tea delivered to you?—I have always dealt with the Hong merchants, and I have never had any bad tea, I have been very fortunate in that respect. A number of my brother officers, that have dealt with the outside merchants, have suffered greatly from having bad tea.

2295. Will you mention an instance in which an officer has had bad tea sold to him by an outside merchant?—I think I recollect Captain Nairne is one.

2296. In what year was that?—1822 or 1824, I believe.

2297. Where is the tea so brought by the officers sold?—At the East-India Company's sales.

2298. How soon after the arrival of any ship is the privileged tea disposed of?—At the very first quarterly sale afterwards. 8 Mar. 1830.

—
Capt. R. Alsager.

2299. Have you ever known any of the privileged teas refused by the buyers?—None of my own; and, speaking personally, I know of none. I have heard of others, but I cannot speak to individual cases.

2300. You cannot then speak of the extent of it?—No.

2301. Do you consider that privileged tea is of better or worse quality than what is purchased by the Company?—We are very often glad to take what the Company has rejected, and I think the tea is a grade lower.

2302. Does it sell for less in the sales at the India-House?—Sometimes we buy it in smaller boxes, and that is an advantage; but I think, generally speaking, it fetches rather less than more.

2303. Do you deal entirely yourselves, or do you deal through the Company's Factory in China?—Entirely ourselves.

2304. Could you state, upon an average, of your several voyages, what profit the tea so imported by privilege has given?—The last voyage I gained but little or nothing by the tea; that is, if I reckon the dollar at 5s. The dollar is considered as current at 5s. in Canton, though it is worth only 4s. 1d.; but if we make it 5s. home, we consider ourselves fortunate. We sell our outward investments by the dollar at 5s., and then if we get our money home at 5s. we consider ourselves fortunate. This last time I scarcely did that.

2305. If the dollar is worth 4s. 1d., and you get it home at 5s., is not that getting a profit of nearly 25 per cent.?—Then we reckon the same upon the outward investment upon the dollar when it is not so.

2306. Then, in reality, taking the pound sterling you disburse, and the pound sterling you realize, what is, upon an average, the profit of the privileged trade?—If it is ten per cent., upon the money invested, I consider that a very good return indeed.

2307. Have the woollen goods you took out been profitable or not?—By no means; I have lost by them.

2308. Were the goods that you lost by, the rejected goods of which you spoke?—Some were.

2309. Are the rejected goods of the Company commonly to be bought in London?—I think they may be.

2310. What is the sort of tea that the Company's officers generally bring over?—It varies according to the individual's choice.

2311. Is it commonly tea of the lower price, or of the higher price?—Lately it has been the lower price: some time ago it was rather in the highest priced teas; but people do not buy the highest priced teas now.

8 Mar. 1830. 2312. When you say you are content with ten per cent. profit, what allowance do you make for the freight in that?—
 ———
Capt. R. Alsager. If I purchase freight, I reckon that in as charges of merchandise; if it is my own privilege, I do not reckon it.

2313. How do you reckon it?—I reckon it in the privileges and allowances of the voyage.

2314. So that, even including your privilege of freight, still your voyage does not give you more than 10 per cent.?—I am speaking of the bringing the tea home. If I speak individually, I have been more fortunate than perhaps I deserve: there are other individuals who have suffered, and perhaps lost money by it. I should say the average does not admit that.

2315. You mean to say that, according to your judgment, and what you have heard from your brother officers in the same trade, 10 per cent. is as much as is made home, throwing in the freight for nothing?—Yes, I should think it was. If I brought forward unfortunate instances, there are several commanders who have gone there four or five voyages, and they are bankrupts from having been unfortunate in their trade. I should think that where one man has succeeded, five almost have failed in making that.

2316. Notwithstanding they had a great portion of the freight for nothing?—Yes.

2317. How comes it that the Company, paying a very heavy freight, make a very profitable trade with China; while their officers, who do their own business, getting the freight for nothing at all, should make it answer so ill?—We have a large accumulation of goods sometimes in China that we are glad to sell; and there is a difficulty in remitting our money home. We have more capital, generally, than we can put in our privilege, therefore we are very glad to select those articles in which we can invest the greatest sum.

2318. You have stated that the average freight of ships is from £20 to £23; are you aware that there are ships now employed by the Company receiving £27 a ton?—I am not aware of it.

2319. You have commanded one of the Company's own ships?—I have.

2320. How many ships have they?—Eight.

2321. Are you aware what is the rate of freight per ton, out and home, on the Company's own ships?—No, I am not aware.

2322. Do you suppose they sail cheaper than they could be contracted for?—I am not prepared to answer upon that point.

2323. You have stated considerable losses which have been suffered by commanders of those ships; can you state whether, upon a voyage to China, a commander of a Company's ship is not expected to make from £10,000 to £20,000?—I have

heard of such things, I do not believe them; I had no experience to that extent myself. 8 Mar. 1830.

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2324. Have you never heard that £30,000 have been made?—I have heard of men speculating in a particular article, by which they were either ruined or made; but I do not consider that a criterion of the general merchant.

2325. Could you give the Committee any idea of the average of five voyages?—A double voyage is considered a great advantage, from the circumstance of getting passengers, and turning our capital three times; and, generally speaking, I should say if a commander were on those voyages to clear £5,000, I think he is a very fortunate man indeed; but I should say there are many that do not make that.

2326. Then you mean to say, that upon the average of the Company's larger ships, as far as you know, the commanders do not make £5,000 a voyage?—I should think not. We are traders singly upon our own capital, and perhaps we are not very communicative about it; but that is the impression upon my mind.

2327. Have you been from Bombay to China?—I have.

2328. What portion of the freight are you, as commander, allowed from Bombay to China?—Two fifths of the ship.

2329. How many tons will that be in a 1300 ton ship?—About 500 tons.

2330. What is the rate of freight per ton you receive upon cotton?—There is a deduction on the part of the Company of £2 per ton from the privilege allowed to the commander. I have been very glad to get a little freight, if I could, to fill up this privilege; but, generally speaking, I have lost by the cotton from Bombay to China.

2331. What is the highest freight you ever got per candy?—Thirty-two rupees. The Bombay rupee is only worth 1s. 8d. to 2s.

2332. That is about 64 rupees a ton?—About that.

2333. That would leave, after the deduction of £2 per ton, £4 per ton profit, which on 500 tons would be £2,000?—Yes; but to get a little freight we are often obliged to buy cotton, so that I have had half freight and half purchases: the latter I have lost by.

2334. Is that every voyage, or only occasionally?—I lost two voyages out of three.

2335. How do you account for commanders being so very anxious to obtain double voyages when they lose by them?—There are more opportunities of gaining.

2336. Is not a double voyage the first object to be obtained from the court?—No doubt it is, because it gives you three opportunities instead of one.

8 Mar 1830. 2337. But, in your opinion, they are very often attended with
 Capt. R. Alsager. loss instead of gain?—I know it.

2338. You have stated certain advantages which a large ship had in the China trade; do you consider a 1200 ton ship more convenient to go up the Canton river than a 500 or 600 ton ship?—The Company's class of 1200 ton ships are fully equal; they are handy and manageable, and I have never known any accident happen to them in going up. I have gone up sometimes without a pilot.

2339. Does not a 600 ton ship load entirely at Whampoa?—She would do it; but as they have to pass the bar, they often take in their water and provisions below. A large ship could do the same, but it is not prudent to do so. I have known them fill up at Whampoa, with the exception of the stores; but, generally speaking, they go with a light draught of water, to avoid risk.

2340. Do you consider it any disadvantage in a large ship not being able to load or unload at Whampoa?—It is very trifling; I think the difference is not to be mentioned. A ship could, if she chose, take her entire cargo in there. I have gone over that bar, having twenty-five feet water: our ships, when they go down, at the utmost draw twenty-one or twenty-two feet, so that there are three feet to spare; but lest there should be any stoppage, it is not considered prudent to load till after they have passed the bar.

2341. Since you have been trading to China have you not seen a class of very large country ships at Canton?—I have seen several ships that were afterwards in the Company's employ.

2342. Are you not aware that the practice now is to use smaller ships, and that they now employ 500 to 700 ton ships?—There are several of the larger ships that have disappeared from the market.

2343. Are you aware that the Americans had one or two ships of 1000 or 1200 tons to China for a few voyages?—I recollect one.

2344. Are you not aware that they have also given up that practice?—I am not aware of that.

2345. Did you never hear in India the reason why the builders and merchants in India have reduced the size of ships trading to China?—No, I have not heard it mentioned.

2346. You do not suppose, then, that it is owing to the large ships being found inconvenient?—I have never heard so. From all I have seen, they like the larger ships; I never heard any objection to them.

2347. Have you any doubt that if they found it more profitable to use larger ships than smaller ships, the use of the larger

ships would have continued?—Whether the demand for produce was the occasion of their being smaller I cannot say. 8 Mar. 1830.

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2348. Would not the demand measure the profits?—I should think every individual is guided a good deal by his own speculations.

2349. If the majority of individuals have abandoned the larger ships for the smaller in this branch of trade, have you any doubt that they found it more profitable to use the smaller?—I can only judge by my own experience; I am speaking of the advantage of the large ones.

2350. Were you ever on board any of the ships that had been freighted to take teas to North America?—I have seen them, but I have not been on board of them.

2351. Of what size are they?—About 500 to 600 tons

2352. Do you know what freight is paid?—I think that the two last ships were 600 tons, the Lord William Bentinck and the Kennaway: they were taken circuitously, and they returned by way of China. I think they were rated at ten guineas per ton home from China.

• 2353. Then it appears that the Company are freighting ships at £23 a ton, and the other ships are going at ten guineas?—The breakage and damage is very great in small ships; £23 are out and home; ten guineas merely from China to America.

2354. Have you ever seen any return of the amount of breakage and damage in small ships of 500 or 700 tons, as compared with that of your larger ships?—No. In the Waterloo's cargo, that I commanded for four voyages, the average had not been ten chests a voyage out of about 14,000. In a smaller ship I once was an officer, in the old Britannia, and there the damage was very great; she was a 770 ton ship of the old class; the damage was from breakage, and the small space that there is to stow the tea cargo in. The less the tea cargo is removed the better; and in our larger ships the tea is placed immediately where it is intended to remain for the voyage. In a small ship the boat comes alongside with 500 or 600 chests of tea that must be taken out of the boat; it is placed upon the deck ready for stowage, and it is frequently moved five or six times before it is stowed away.

2355. Then the damage arises from their taking the boat alongside, and not keeping it there till the cargo is properly stowed?—They must not keep it alongside longer than the day, except at an extra charge.

• 2356. What is the ordinary size of the boats that carry them?—About 500 or 600 chests.

2357. Then one considerable advantage of the large ships is the facility of stowing rapidly the tea taken on board?—It is very great indeed.

8 Mar. 1830. 2358. Are not the owners answerable for the damage?—

I believe they are.

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2359. How does it signify to the Company, if they get the quantity of tea they send home and the owners pay for the damage?—It is advantageous to the Company to have their teas home, and it would be a great loss to the owners. If it exceeds £3,000 the damage comes upon the Company.

2360. Are you aware that in the large ships the damage ever amounts to £3,000 in one cargo?—I have never heard, except by accident.

2361. Have you ever heard of any such proportion of damage in any of the small ships that have brought tea, having gone circuitously by New South Wales?—I have merely heard indiscriminately, that the damage was greater in the two small ships that I spoke of, the Lord William Bentinck and the Kennaway, but I had not the precise quantity.

2362. Why do the Company give £20 or £23 a ton for one ship, when they can get another for ten guineas, and when the damaged tea is paid for by the owners on coming home?—When the Company open tenders for ships, the lowest tender is taken, I suppose: if they could afford to sail them lower, they would tender lower.

2363. Are you not aware that that depends upon the conditions offered by the Company as to the equipment, of the number of men, the number of guns, and the quantity of stores?—Certainly, I am aware of that.

2364. Is it not the case, that the ships which you have stated to be freighted at £10 from China for the North American colonies, have the advantage of taking what freight they are able to New South Wales, or any intermediate voyage?—I suppose that in their calculations they reckoned up what they expected to make in their intermediate voyage, when they made the tender for coming from China.

2365. What proportion of freight do you think a ship would earn on such a voyage?—I am not prepared to say; I have not made any calculation that bears upon that.

2366. Would the Company hire a ship to go direct to Canton and come back to America, at the freight which you have stated of £10 a ton, supposing that she gained upon the outward freight?—I am not aware what the tenders of the Company were. I have now been retired from their service about four years, but I believe they have been reduced nearly every year.

2367. Have not also ships bound on such voyages the advantage of freight from North America to England, or any other ports?—No doubt that enters into the calculation, because several of them have brought timber home; but I cannot speak of that, having no local knowledge of it.

2368. Do not those intermediate freights operate so as to

diminish the charge of freight from China to North America?— 8 Mar. 1830.
 What calculation the owners make I am not aware; but, of course, they calculate those advantages when they put in for the lowest tender. *Capt. R. Alsager.*

2369. Are they not advantages which enable a ship to be hired at a small rate?—If I could get £2 per ton from America, of course that I should reckon an advantage exclusive of the tender I made to the Company.

2370. Is not any voyage which those ships may make in their return to America entirely a new voyage, and may not a ship returning to England just as well take into her calculation any new voyage she may undertake either to America or elsewhere?—I think she reckons in every advantage during her voyage, from the time she leaves England till she returns again.

2371. Having made one voyage, is a ship-owner entitled to calculate any subsequent profitable voyages which the ship may take, totally unconnected with the voyage in question?—They may enter into specific agreements to take teas from China to America at so much a ton, and the remainder of their voyage is entirely at their own command.

2372. Are you aware that the Company have three classes of equipment for their ships; the full equipment, which is called the Company's regular ships; the second equipment, which consists of ships taken up after their voyages are out; and the third equipment of smaller ships taken up for individual voyages: will you state what constitutes the difference of those classes as to equipments, first, for instance, in the number of cables and the number of sets of sails?—I will commence with the *Waterloo*, which was under my command: she carried thirty-six guns; there is room for more, but thirty-six is the number she carries; in peace she carries 130 men as her complement, and five to cover casualties, and 10 marine boys.

2373. Are you aware how many she carried in war?—She was built after the war was concluded. I should think she would carry about the same, unless there were some special service.

2374. Then the Company continue the same number of men and guns in their ships in time of peace as they did in time of war?—Just the same.

2375. Do the ships carry their guns in the hold?—It is against all rule and strict orders of the Company.

2376. How many men is that per ton?—One man for every ten tons.

2377. How many suits of sails did you carry?—We have always one quite new, one nearly new, what we call one-third worn, and the other that has been the previous voyage, and is what we call half-worn; there are three complete suits of the principal sails.

2378. How many cables?—We have always two new hempen

8 Mar. 1830. cables every voyage, and we have lately been in the habit of using an iron cable; there are generally three that have been the previous voyage, and an iron cable, six cables in all.
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2379. What number of guns and what number of men do the second class of ships take, those that have gone their voyages and that are taken to go one or two voyages more?—There have been various reductions, and I am not competent to speak to the extent of them; but of some that were taken up upon a reduced scale, the 1200 ton ships were reduced to eighty men and the officers were also reduced, but I cannot say exactly to what extent.

2380. Were not the stores and other equipments reduced in proportion?—They were; and there was not that attention to the new equipment.

2381. With respect to the third class of ships, from 400 to 600 tons that they take up, are you aware what proportion of men per ton, and of stores, they bear to those you have stated?—I am not competent to answer that question.

2382. Are you not aware that they are considerably lower?—The proportion to China, I should think, on the large ships, would require very nearly ten men per 100 tons; I suppose it would be six men per 100 tons upon some of the smaller ships.

2383. What purpose do you understand is gained by carrying as many men in time of peace as in time of war?—Our voyages are long, and we are not aware what changes may take place between our sailing and our arriving, and we are at all times ready and prepared for war.

2384. Do you mean that the establishment of an Indiaman is the same now as it was in the year 1815?—The same.

2385. Do you carry the same proportion of ammunition, gun-powder, balls, and so on?—The same.

2386. Have you ever seen any ships in China without any guns?—Not Company's ships, except those that have been taken for one voyage.

2387. Are you aware whether the ships to Canada carry any guns?—I am not aware what guns they carry.

2388. Have you ever known any of the Company's ships captured by pirates?—Never. I was in China as chief officer of the *Grenville*, a 900 ton ship, at the time when Lord Amherst arrived in China, and there was only an American ship there besides ourselves, and I was applied to by an American in a small boat to say that his ship was in a state of mutiny, and that they had taken the ship from them; that the commander was confined; he had jumped out of the stern window into a boat, and he had come to me for relief. I thought the best way was to take a force sufficient to quell them without more resistance, therefore I went with two quarter-boats and regained possession of the ship. I then asked the commander what I should do

with the mutineers; he said he wished to have them set on shore. I would have taken them myself, for they were stout men, and only wanted a little better management: but my captain was in Canton, and I could not do it without his permission; I therefore landed them on French Island, opposite Whampoa. That ship could not get secured till those men were taken up to Canton. I should remark, that the Factory thought I had taken rather a responsibility upon myself in setting those men on shore; but I thought that in a case of mutiny I must be guided by my own feelings, and to relieve the ship and the officers from danger was the first consideration, and therefore I only required a letter from the commander, exonerating me from responsibility in what I had done.

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2389. Where did you set them on shore?—At French Island.

2390. Will you have the goodness to read the letter?—The letter is addressed to myself, from Mr. Law, the supercargo of the *Lion*, and it enclosed a certificate of two American gentlemen, passengers on board the ship. The letter of the supercargo is as follows:

“Sir:—Captain Champlin will have a declaration addressed to you, and signed by the two American gentlemen who were on board the ship *Lion*, at Whampoa, when the mutiny took place on the 13th instant, and who entreated your assistance (by request of Captain Champlin) to retake our ship from the mutineers, and liberate the officers, together with myself, then confined in the cabin. The facts stated in the declaration above alluded to were all well known to me, and your very friendly compliance with the request of Captain Champlin, in putting us in possession of our ship and landing the mutineers, demands my particular thanks and acknowledgments, which I beg you will accept, and present the same to the officer of your ship who accompanied you. I remain your obliged and most obedient servant, *William Law*, Supercargo of the ship *Lion*. Canton, June 28th, 1816.”

The certificate which accompanied the letter was as follows:—

“We, the undersigned, citizens of the United States of America, do hereby certify to all whom it may concern, that on the 12th day of June 1816, we took passage on board the ship *Lion*, Captain Adam Champlin, of New York, from Macao for Whampoa, where said ship arrived and anchored about two o'clock P. M. on the next day; and that at about four o'clock of the same day, while we were on board, a most serious mutiny took place, part of the crew of said ship refusing to do their duty; and when the said Captain and other officers of said ship attempted to enforce obedience, they were attacked with handspikes and other weapons in a most daring and outrageous manner, and driven from the deck into the cabin, after having received several wounds: thus the ship was in possession of said mutineers. The undersigned during the affray escaped from said ship on board some Chinese boats, and being requested by said Captain Champlin, we went on board the H. E. I. Company's ship *Grenville*, and asked for assistance to regain possession of said ship *Lion*: that accordingly Mr. R. Alsager, chief officer of said Com-

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pany's ship, with two boats' crews and one other officer, returned with us on board the said ship *Lion*, finding her officers still confined to the cabin and the mutineers in possession of the decks. That said Mr. R. Alsager, by request of said Captain Champlin, and for security of said ship *Lion*, took out ten of the seamen concerned in the mutiny, and set them ashore at French Island (so called), which measure was in our opinion necessary and justifiable in said Captain Champlin, by whose request and particular desire every act of said Mr. R. Alsager was authorized and executed in the most prompt and friendly manner. In witness whereof we now address this testimony to the said Mr. R. Alsager, at the city of Canton, this 23d day of June 1816.

"George W. Sturgis—Philip Ammidon."

2391. What was the name of the ship?—The *Lion*.

2392. How many tons was she?—Between 400 and 500 tons.

2393. How many men had she on board?—I think two or three and thirty; I took ten out of her, and left them on French Island.

2394. Have you ever known any other case of that kind with the Americans?—No, I have not. This occurred in my own knowledge: I have no account of any other mutiny taking place in the river.

2395. Have you ever known any mutiny or disturbance on board any English ship during the time you have been there?—I have never seen one.

2396. Have you ever heard of any American ship having been captured by pirates in the China or Indian sea?—There were one or two small ships seen about Banca or Gaspar a little previous, and not heard of afterwards, and it is supposed they were taken by pirates; and I have seen the wreck of a small ship at Banca, that was said to have been taken by pirates.

2397. Is it not frequent that country ships have been lost in that way?—Not frequently, there have been cases of it.

2398. Do you know the names of the two American ships that you think were lost in that way?—No, they were low ships.

2399. Were they ships trading with China?—I cannot exactly say. The ship I have spoken of, in which the mutiny happened, was a regular China trader, but I do not know with respect to the others.

2400. Have you any doubt whatever, that the high freight paid by the Company for their ships depends entirely on the large equipment they are required to keep up?—That equipment must be a great consideration with the owners.

2401. What is your opinion, as a seaman of many years' practice, as to the necessity of keeping such large equipments of stores of every kind, judging from your own experience of what were brought back and what were used?—Very often during the

voyage I have been able to dispose of stores to meet the ship's disbursements, and I have been very fortunate in my voyage in not meeting with accidents, and therefore I have had a large accumulation of stores on that account to dispose of. 8 Mar. 1830.
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2402. From the intercourse you have had with the commanders of large ships, what is the general opinion you have formed upon that subject?—I should think there is an abundance of stores.

2403. Supposing you were carrying on trade on your own account, would you consider it proper or advantageous to carry such a large supply of stores as those ships are furnished with?—As an individual, I might retrench those stores at a risk, and from a feeling that I was not to meet with accidents: prudence would not admit of any very great retrenchment.

2404. Are you not aware that traders going to different parts of India from England go with very reduced quantity of stores indeed compared with the Company's?—Yes, they do. I have seen them sometimes meet with accidents, and then they have bought stores at four times the amount at which they could have got them in the original port. I have been applied to once or twice, as commanding a Company's ship, whether I could spare spars or cordage.

2405. Do you recollect a Company's ship ever having occasion to buy stores at a ruinous price, to repair damages?—I had very great damage when I was quite a junior officer: we were struck by lightning, and the foremast was set on fire, which we cut away, and to replace that foremast we had to pay a large sum.

2406. Are you aware that typhoons occasionally occur in the China seas?—I am.

2407. Have you not known a large portion of the fleet dismantled, and stores of every kind purchased at a great expense?—Lately ships have arrived in China safe; but I was in a typhoon in the Neptune in 1809, and the True Briton went down near us.

2408. Do you consider those accidents?—Yes, accidents that no man can foresee.

2409. Notwithstanding those accidents, do not the present class of merchant ships go at a much smaller equipment than the Company's do?—I think they go with fewer stores.

2410. Have you any doubt that they go with one-fourth the quantity of stores that the regular ships have?—I know that small ships in the merchant service take cables' voyage after voyage: and if they lie in the tier, well and good; but if they meet with a gale of wind in which they have to ride out, I should rather have a new cable than an old one, and feel grateful for the Company's caution.

2411. Does the quantity of stores affect the insurance?—I

8 Mar. 1830. think the underwriters have that confidence in the equipment of an East-Indiaman that they never look at them.
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2412. Which mode of conveyance is cheapest on the whole, a Company's ship uninsured and at a higher freight, or a private one insured, throwing in the premium?—I can only answer that question as an individual. If trade is not worth an insurance it is not worth following. The Company has a very large concern, and considering the amount of capital that they invest, they are underwriters themselves on their own account.

2413. Are you yourself in the habit of insuring goods in the Company's own ships?—Yes, I always insure full.

2414. What is the premium?—Six per cent. out and home.

2415. Are you aware that the Company took up several ships from 700 to 900 tons for single voyages two or three years ago?—I am aware that they had been taken up, but upon what terms I am not acquainted.

2416. Are you aware that they have discontinued that and taken up a smaller class of ships for the India trade?—No.

2417. Do you recollect, in the year 1820, when the ships *General Kyd* and the *General Harris* encountered a typhoon?—Yes, I recollect it, near the coast of China.

2418. Did not they suffer so much damage that they were obliged to obtain stores of every kind?—I know that they required some stores, but I cannot say the extent.

2419. Are you not aware that the greater part of the stores they had on board were damaged during that storm, and that they were obliged to get new stores when they came ashore?—No, I am not aware of that.

2420. Do you speak of the premium of insurance now, or at the time of your last voyage?—I spoke of the voyages during the time I was a commander; I think it is the same now.

2421. Have you ever been on board a man-of-war, and do you know the proportion of stores they take, as compared with the Company's fully equipped ships?—I do not.

2422. Are you aware that the Company's ships have more than men-of-war?—I should have thought not.

2423. You stated your complement of men to be 135; how many of those men should you consider necessary merely for the navigation of the ship, if you had no armament whatever?—I think the management of the sails and yards, and of the navigation generally, requires that number.

2424. A China ship with thirty-six guns and with 130 men: what force should you say a ship of that description would be able to encounter in case of war; would it encounter a thirty-two gun frigate?—She ought to be equal to repel an attack.

2425. Would she be more than equal to any privateer?—Certainly, of the smaller class.

2426. What did you do with any surplus you might have beyond what you invested?—We were very glad to get bills on England. 8 Mar: 1830.
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2427. Is not the Company always ready to take your money?—Sometimes the treasury is open, at others not: at some seasons I have known it not open.

2428. What exchange do they give you?—The current exchange of the day; the Company's bills are always preferred.

2429. What was the least rate that you took the Company's bills at?—The very last rate I took them at was 4*s.* 7*d.* the dollar.

2430. What did that dollar cost you?—I reckoned it at 5*s.* in currency.

2431. Is that dollar worth 5*s.*?—No, it is not so; but it is a mode of reckoning it, in the same way as we reckon the rupee at half-a-crown when it is not so. But if I present an invoice in India of goods that I bring out, the buyer says, I will give you 8 per cent. or 10 per cent., and he turns the pound sterling into eight rupees, and he calls it a per-centage upon the eight rupees; whereas, if you want to remit that money home, instead of being 2*s.* 6*d.* it is only about 1*s.* 9*d.*

2432. What does the dollar actually cost you in London?—It is about 4*s.* or 4*s.* 1*d.*

2433. If the dollar being worth 4*s.* you get bills of the Company at 4*s.* 7*d.* is not that a very profitable return from China?—Yes, but it does not always happen; the last two voyages I had remittances at 3*s.* 11*d.* and 4*s.*

2434. Has that happened to you more than once?—It happened to me the last time I had remittances from China, in 1828.

2435. Have you not remitted dollars at 6*s.*?—No.

2436. What is the highest rate at which you ever knew it?—I think the highest I ever heard of as an officer was 5*s.* 10*d.*; it was at the close of the war.

2437. What has been the rate with rupees?—It has been 2*s.* 8*d.* and 1*s.* 10*d.*

2438. Did you ever invest your money at so low a rate of exchange as you have stated, more than once?—I did not invest the proceeds; it was some goods remitted home by bill, and that bill was at 4*s.*: but sooner than remit money at that price, had I been in China, I should have preferred running the risk in merchandize.

2439. You have stated that you consider a China ship with 130 men and 36 guns capable of repelling a small French frigate; are you aware that the Kent Indiaman, fully equipped, with 315 men on board, was taken by a French frigate?—The Kent was taken, I think, by surprise; the number of men alluded to were two-thirds military recruits.

8 Mar. 1830. 2440. What was the size of the Kent?—800 tons.

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Capt. R. Alsager. 2441. Do you recollect the circumstance of a French frigate and a sloop of war in 1810 attacking four Indiamen and taking two of them?—No.

2442. Would not a greater risk be incurred by individuals sending home their ships when it suited them, instead of a number of vessels returning home together, as is the case under the Company?—Certainly.

2443. What would be the effect of throwing open the China trade, in your estimation?—It would be attended with very great risk. I could quote one instance that would bear a little upon the question. When I returned from India the last voyage, there was one of the ships that the Company took up for one voyage was sent out to China. The commander was a friend of mine; I gave him a letter to one of the Hong merchants, Moqua, an intimate friend of mine also: he sent this letter up by his purser; it was requesting Moqua to befriend this commander and buy his investment: he said he would buy it from him for my sake; but when the commander came up to Canton he was not in uniform. Moqua said, “Ah! my friend, how is this you are not in uniform?” “No,” said he, “I am not entitled to wear it.” “Are not you one of the Company’s captains?” “No,” he said. “Then,” said the Hong merchant, “I know Captain Alsager, but I no can take your cargo.” He declined having any thing to do with him on that account.

2444. Do the officers commanding the American trading ships wear the Company’s uniform?—They are not entitled to do it.

2445. Do the officers of country ships wear it?—No.

2446. Do you consider the Chinese desirous of foreign trade? —I should say decidedly not.

2447. What would be the effect of an increase of smuggling in the event of the trade being thrown open?—I can hardly say to what extent it might take place.

2448. Is there any limit now to the smuggling that is carried on at Canton?—Opium is a smuggled article, but that takes place outside the port of Canton.

2449. Do you not think that risk would be incurred with respect to the regular trade in the event of a great increase of the smuggling trade?—I think that would lead to riot and disturbance, which would put a stop to the trade altogether.

2450. Do you believe that the Chinese are aware of the nature of the East-India Company?—I think they have the highest confidence in them, and they think them superior to any other power that they have intercourse with.

2451. Are they aware that they are the governors of the adjacent territory?—I think I have heard of their reluctant

acknowledgment that they are aware of their vicinity, but it is so vague that I could not speak to it. 8 Mar. 1830.

2452. If you had capital sufficient to undertake a voyage to China in a ship of 1200 tons, the cargo being entirely your own, and the freight to be £22 a ton, should you expect, from your knowledge of the trade, to obtain a profitable return, or to lose by the adventure?—It is an enormous concern for one individual to undertake; it is far beyond my calculation.

Capt R Alsager.

2453. You have stated, that if the trade was thrown open, you think it would soon be entirely interrupted, in consequence of the disorders that would take place; have you ever known the trade to be interrupted between the Americans and the Chinese?—In the business of the Italian sailor it was.

2454. How long was it interrupted?—I think the Americans got tired of it in about six weeks, and gave up the man.

2455. Have you ever known the trade been interrupted by any differences between the Company and the Chinese?—Yes; in the business of the *Topaze*, a man was killed by the frigate, and they looked to the Company to give up the men from the frigate that had committed the murder.

2456. Was it interrupted at all in the year 1814?—I recollect there were circumstances which kept the ships at Lintin a long time, while the Factory had disputes with the Chinese government.

2457. Do you know how long the Americans have carried on trade with Canton?—I cannot say. I recollect the Americans as long as I have been in the habit of going to China.

2458. Is not the country trade with Canton more extensive than the trade carried on direct from England to China?—If it includes the Company's ships, I should think it was.

2459. Exclusive of the Company's?—I am not prepared to say. The trade is very extensive, no doubt.

2460. Has that trade ever been interrupted?—I do not know that it has; but the Lascar is much more under control than a European sailor.

2461. Are those ships manned by Lascars, commanded by Europeans?—They are.

2462. You have stated that the Chinese are a people eminently adverse to trade?—I think they are adverse to all innovation and all alteration.

2463. Do you know whether they trade with Singapore?—Lately one or two junks have been down there; but whether it is with the western part of China, or whether it is Amoy, on the eastern part, I cannot say.

2464. Do you believe that the trade with Singapore by the Chinese vessels has been confined to one or two junks in a year?—Singapore is a very infant settlement, and I think was scarcely

2 Mar. 1830. known to the Chinese more than four or five years back; and
 — the junks that came in we scarcely knew where they came from,
Capt. R. Alsager. because, if you include all the coast of Cochin China, there may
 be numbers, but from China I scarcely know one.

2465. Did the Chinese trade to Batavia?—Yes; I think about two junks in a year.

2466. Did they trade to Siam?—I cannot say: we often met with them in the China seas.

2467. Did they trade to Malacca?—I think I have seen two junks in the Straits of Malacca sometimes; but to what extent the trade is, I cannot say.

2468. From what do you infer that they are a nation adverse to trade?—Merely from intercourse; whatever is new to them they set their faces against.

2469. Do they set their faces against those articles of European manufacture or produce which they stand in want of, and which can be furnished to them cheaper and better than the productions of their own country?—I should think the Chinese demand for European articles is on a very small scale.

2470. Do they set their faces against dollars?—It is not customary for them to do so.

2471. Are not dollars an article of trade?—I can hardly call money an article of trade.

2472. But of course, adverse as they are to trade, they do not expect to get the dollars of Europeans or Americans without giving something in return?—Certainly not.

2473. Then they are capable of understanding the benefits of trade, and of adopting them?—Yes; but they like trade in the old ways better than the new ones.

2474. Do you happen to know whether any of the junks that came to Singapore ever brought tea?—I do not know that.

2475. You have stated that there was an interruption to the trade on the occasion of the affray between the crew of the *Topaze* and the Chinese: are you aware whether the trade was suspended upon that occasion by the supercargoes or by the Chinese?—By the Chinese government.

2476. Are you not aware, that upon that occasion the Chinese government addressed a communication to the commodore of the Company's ships, stating that if they would withdraw themselves from the influence or control of the select Committee, the Chinese would trade with them, and give them goods, and carry on commercial intercourse with them?—The Chinese did attempt to set the commanders against the Company, to divide the interest; but we said, we are entirely under the orders of the Select Committee, and must adhere to them.

2477. Was not the purport of the communication with the

Chinese sent upon that occasion, that they were willing to trade with the ships if you would withdraw yourselves from the control of the Select Committee; in fact, that they would throw open the trade, and give you cargoes and receive your goods?— I think it was only a trial to see how far they could divide the English authorities there.

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2478. In point of fact, did they not offer to trade with ships independently of the Select Committee, if you would withdraw yourselves from the control and influence of the supercargoes? —I do not think it extended so far as that; it was a little inquiry to know whether we would act without the authority of the supercargoes, and finding that we could not do it, they ceased immediately.

2479. Did they not state, that if you would act without the supercargoes they would agree to trade with you? —I think not as far as that.

2480. Did not the communication convey a disposition to deal with you upon the terms mentioned?—I think it was merely a trial, without any sincerity, to divide us. I cannot say what was the purport of the communication.

2481. Can you state how many tons bulk the spare stores taken out in the Company's regular ships would occupy?—Water is the most bulky article.

2482. The question refers to cordage and sails, and every thing else except water?—The actual room that they occupy is very small; it is in the lazaretto, from the foremast to the bows. If the object of the question is to ascertain how much cargo less is brought home in consequence of those stores, the stores are put where no cargo is permitted to be put; they are put in the bows of the ship, in the orlop deck, where tea would be liable to damage.

2483. Then you mean to say that the cordage and sails, and all the valuable stores, are put in a place where cargo is not permitted to be put?—It is.

2484. Are you aware that some country ships have gone from Bombay to China manned entirely with Europeans, and traded there without any interruption whatever?—I was not aware of that.

2485. You have stated that large ships have a great advantage in the port of Canton, with reference to the tonnage dues, from the mode of measurement being such as to leave large spaces at each extremity unmeasured; are those spaces which are not measured larger in proportion to the spaces which are measured in a large ship than they are in a small ship?—They would be in proportion to the entire body of the vessel.

2486. Does not the space which is measured, that is, the distance between the centre of the foremast and the centre of the mizenmast, and the extreme width, increase in the same

8 Mar. 1830. proportion as the spaces which are not measured, according to
 ————— the size of the ship?—No doubt ; but then the depth is not
Capt. R. Alsager. reckoned at all, and therefore there is a gain upon the depth.

2487. Is not the mode of measurement such, that the tonnage upon which the Chinese calculate the duty is as much larger in proportion in a large ship as it is in a smaller ship?—Certainly it is.

2488. Then is not the result the same upon a small ship as upon a large ship?—No ; because, as I said before, it is a mere superficial measurement, and the depth is not reckoned, where there is a gain of seven feet, and the two extremes are not measured also. The calculation is made only upon the part that is measured, which upon a ship of 1300 tons is about 4,000 tales, and on a 500 ton ship about 3,000 tales.

2489. What effect, in your opinion, would the opening of the trade have, supposing the Company's trade to remain as at present, upon the supply of tea, both as to regularity, as to quantity, and as to quality?—The supply of tea would be regulated in a great measure by the demand.

2490. Would the quantity of good tea be as great in that case as it is now, or greater or less?—I think a large demand would lead to the manufacture of a deteriorated article ; and I think the Company would always have the preference of whatever was in the market.

2491. You think the Company would always have preferable means of purchase, whatever might arise, as long as they were purchasers?—I do.

2492. How do you account for the smuggling having increased, of late years, very much, with all this protection on the part of the Company?—I am not aware of any smuggling at all that has taken place in the Company's service ; all that I know of is outside the port, where ships are sailing amongst the islands, and their general trade is opium. I am not aware that there is any smuggling whatever in any other article.

2493. From what you know of the Chinese, do you not think they would be disposed to sell to the highest bidder. Supposing the trade to be open, and that Englishmen could go there as well as the Company, would they sell to the Company cheaper than to any body else?—I think the Company would have the best article offered them at a certain price.

2494. You think competition in the market would not affect the price?—I think a large would, as in general merchandize I think it does.

2495. If the demand for good teas increased by opening the trade, do not you think the supply would be increased in proportion?—I think it would open the door to a great deal of

deteriorated article; how far the growth might be increased in the interior I cannot tell. 8 Mar. 1830.

Capt. R. Alsuger.

WALTER STEVENSON DAVIDSON, Esq. called in,
and examined.

2496. HAVE you resided in Canton as a merchant?—Yes, *W. S. Davidson, Esq.*
I have.

2497. Will you state to the Committee, when you went there, how long you stayed, and in what business you were employed?—I first of all visited China in the year 1807, but stayed merely that season; I returned to settle there in the year 1811, and I finally quitted it in 1822.

2498. Are you a British subject?—Unquestionably; I am a native of Scotland.

2499. How were you allowed to reside at Canton as a merchant, not belonging to the Company's establishment?—I resided there as a naturalized Portuguese subject, and I obtained that naturalization for a space of 100 years and upwards. I received it by favour from the King of Portugal; I paid nothing for it.

2500. Would you have been allowed to remain as an English subject, unless you had been naturalized or under some other flag?—Unquestionably not. So far from it, when I obtained the letter of naturalization I wrote to the then Court of Directors, informing them that I had got such, but that I still wished to proceed out in one of their ships to China, and they replied to me that they could not think of permitting it.

2501. Did they attempt to prevent your residence there when you appeared as a Portuguese subject?—Never; nor had I ever occasion to appear as a Portuguese subject; and for obvious reasons, I never sought to do so.

2502. Will you state in what character you did appear?—I never was, from the commencement of my residence to the termination, desired to state in what character I appeared.

2503. Was it known that you had been naturalized as a Portuguese?—Perfectly notorious on the spot.

2504. Do you not believe that it was on that account you were allowed to remain?—Entirely.

2505. What was the firm of your business?—The firm of business, when I joined it, was Baring and Company; it afterwards became Molony, Robarts, and Company, and afterwards W. S. Davidson and Company.

2506. What Mr. Baring was it?—It was Mr. George Baring.

2507. Was he a member of the Company's Factory there?—No, he was not; he had previously resigned the service, and resided in England.

- 8 Mar. 1830. 2508. Had he been in the Company's service?—He had.
- W.S. Davidson, 2509. Who were associated with you?—Two other Com-
Esq. pany's servants, Mr. Malony and Mr. Robarts.
2510. They were then belonging to the Factory?—They were.
2511. How long had they been established as agents at Canton?—The house existed for many years before. The earliest member of it with whom I am acquainted is Mr. Fitzhugh, now in London, the present Lord Strathallan: Mr. Henry and Mr. William Baring, the brothers of Mr. George Baring, also belonged to it.
2512. In what year did you join them?—In 1811 I went out.
2513. What was the business they carried on when you joined them?—Agents in all articles the produce of India, but chiefly cotton and opium; certainly opium and cotton formed nine-tenths of the business.
2514. Then it is presumed that the Factory knew perfectly that you managed the trade in opium?—That will require a little explanation. I mentioned that I was in China in 1807, during which time I became acquainted with all the members of that firm: in consequence of which, upon the East-India Directors depriving their servants of the power of carrying on the opium agency, they invited me to go out to China to manage it; and the *bonâ fide* understanding was, that every dollar that was derived from the opium agency should go into my pocket; and every dollar that was derived from the cotton agency, which was still legal and allowable, should go into theirs.
2515. How long had the Company allowed their servants to be opium agents?—As well as I can recollect, the East-India Directors had capriciously changed their regulations two or three times; I cannot say precisely.
2516. Did they change them after the time of your joining the house?—Yes. They afterwards deprived them of the power of acting as cotton agents; or rather, they desired that instead of certain parties, who then acted as cotton agents, retaining it, it should be carried on by them, or others of their servants, for the benefit of the whole Factory. Mr. Molony and Mr. Robarts declined to take it on that footing, alleging very properly, that as they were very often obliged to remain at Canton during the hot season to attend to the business, when the others were amusing themselves at Macao, it was not fair; and it was upon that occasion that the house assumed my name, and all the business fell into my hands.
2517. Did any of those Company's servants continue partners with you in any portion of the business?—In nothing whatever.
2518. During the time you remained, did any of the Company's servants afterwards act as agents for any business?—

Never afterwards, till 1822, when I quitted the country, and I have every reason to believe not since. 8 Mar. 1830.

2519. How many factories existed in Canton during the time you were there?—There was the English; the American had a consul, not a company; the Dutch had supercargoes, and they had a factory also.

*W. S. Davidson,
Esq.*

2520. Had the Dutch company a monopoly?—It had ceased to be a monopoly, because the Company ceased to operate at the time of the war of the French Revolution. The Spanish also had a factory and a factor, but he resided almost entirely at Macao, as agent for the Royal Philippine Company. There was the Swedish, they had no business, and the consul of which, Sir Andrew Ljunstedt, resided at Macao. The French, Prussian, Austrian, and Danish, had been formerly known there, but there were no consuls excepting nominal ones. In one instance they were British subjects who were the consuls. Messrs. Magniacs, I think, were the Prussian consul and vice-consul.

2521. Have any partners of that house lately come home?—Yes, the chief partner is in this country now, Mr. Hollingworth Magniac. There was an Austrian factory, but it was during my time always let to captains of the Company's ships or others; and I think there was a hong called Danish. The difference between a hong and a factory is, that a hong comprises several places of residence.

2522. Were there any other Englishmen under foreign flags residing at that time in Canton, beside your own house and Magniac's?—In the course of my residence I admitted a partner, who was the Sardinian consul.

2523. Was he a partner with you?—Yes, he became so, and is now at the head of that house, Mr. Dent.

2524. Did you trade on your own account, or act as agent, during the time you staid there?—I did both.

2525. Will you state to the Committee in what manner you managed the sale of the opium consigned to you as agents?—Nothing was more simple. The ship on board which opium was, lay generally at Whampoa, at that time, about twelve miles from Canton. The parties who purchased opium of my house paid the money in Canton, and so soon as it was ascertained that the silver was good, which was done by shroffs I had for the purpose, they received an order on the officer to take the opium out of the ship. The purchasing parties then went down, generally under the colour of night, and took the opium out of the ship; that is to say, broke open the chests and threw the opium into bags, leaving the chests on board, because they were not so handy for their boats.

2526. Is it within your knowledge that they obtained any orders or made any preliminary arrangements before they could go on board for the opium?—Decidedly. As far as general

8 Mar. 1830. report and general belief, they always had an understanding with the Mandarins previously to taking opium out: that is to say, they required to know how much money they should pay them on each chest; and when this money was paid, those persons, it was always understood, gave orders that they should not be molested.

W. S. Davidson,
Esq.

2527. Was it known in Canton that those ships had opium on board, although the article was contraband?—It was quite notorious to all the parties.

2528. Was it known to all the authorities?—I cannot say that it was known to the Foo-yuei or the Hoppo, but I do not doubt it.

2529. Have you ever known any attempt to seize the opium on board of a ship lying at Whampoa?—I never heard of such a thing.

2530. Have you ever known more ships than one lying at Whampoa with opium?—Many.

2531. Where did they lie at that time; was it between Danes' Island and French Islands?—Near both. They generally chose the most quiet and sequestered spot; because, as their anchor was likely to be down so much longer than any other vessel, it was desirable that they should be out of the way.

2532. Are you aware that the custom-house authorities invariably appointed boats to watch those opium vessels?—Certainly.

2533. Then your opinion is, that the smuggling of opium was with the knowledge of the authorities there, and you never knew of any interruption to it?—I have known interruption to it, but I have never known any difficulty on board the ship.

2534. What difficulty have you known out of the ship?—I have known periods when the demands and extortions of the Mandarins were so high that it was not possible to sell opium.

2535. Notwithstanding that, was any attempt ever made to seize the opium on board the ships?—Never, that I knew of.

2536. When ships arrive at Canton containing opium, in what way is the cargo entered?—Opium is never entered: every ship bringing opium always brings some other cargo; that other cargo is always the cargo entered.

2537. Is there any additional charge made on ships which lie there, as the opium ships do, the year round?—I never knew an instance; that is to say, I never was obliged to pay, but I have been plagued about it.

2538. How long have you known a ship lie there?—I do not remember any instance of a ship lying above a year, excepting one to my own consignment: she lay much more, and it was about her that I had a great deal of trouble. It was a very unusual occurrence, and would be likely always to give trouble.

2539. Are you aware whether the Hong merchants have any thing to do in the opium trade?—I am afraid some of them have had : I knew one very well who was too ready to deal in it : I never dealt with him myself, because I did not approve of it, but I believe he has dealt frequently in it.

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W. S. Davidson,
Esq.

2540. Does that Hong merchant still belong to the Hong?—The Hong merchant to whom I alluded no longer belongs to the Hong.

2541. Are the Hong merchants changed from time to time?—I have never known them changed, except by death, or bankruptcy, or banishment.

2542. Are you aware whether they pay any sum of money to obtain the privilege of the Hong?—I do not know it, but I have no doubt of it. I believe that nothing is to be obtained in China without paying the authorities.

2543. Have you any doubt that any thing may be obtained in China on paying for it?—There are very few things that may not, I believe.

2544. Will you state generally what the rate of commission on doing business at Canton was in your time?—Generally, in my time, commissions were reduced ; and which I believe is the usual practice in all countries where trade is extending, and where it begins very high. On cotton I never knew it below three per cent. ; on opium I knew it five per cent., and it became three. There were many parties in China who did business on much smaller commissions than this. My house made a rule of never doing so, by which means we lost a great deal of business.

2545. Had you, during the whole time you remained there, ever any trouble yourself on account of being an agent for opium?—I was in a constant sea of trouble.

2546. With the Chinese authorities?—I never had occasion to come into direct communication with the Chinese authorities : I avoided it, because it would have been of no avail.

2547. Will you state what you mean by saying, that you were in a sea of trouble ; what were the difficulties you met with?—Constant interruptions, owing to the exactions of the Mandarins, which stopped the sales altogether in some instances. On other occasions, after the parties who bought the opium of me had paid down the money and had got their orders, it could not be delivered, and I was obliged to refund, because they could not make their arrangements ; and as parties in those circumstances are sometimes very unreasonable, in some instances they wanted me to indemnify them for the profits they might have got, when it was in fact their own government which impeded them.

2548. Have you any means of judging whether the trouble attending the sale of opium is less now, since the ships were

Mar. 1830. removed from Whampoa and stationed themselves at Linting, outside the river?—I should say that I do not believe there is much difference in the trouble, but a vast difference in the anxiety: because, in the one case, they were liable to seizure any day: in the other case, they lie in a spot where they can defend themselves against any power that can come against them.

*S. Davidson,
Esq*

2549. You mean to say, that the trade, in your time, whilst the ships lay at Whampoa, was more difficult than it is now?—More full of anxiety. There was no difficulty in it; it was a very good business.

2550. Did you ever know of any other articles except opium being smuggled?—I have heard of a great many, but I never smuggled any other articles myself in the import trade.

2551. With regard to the exports?—In exports I smuggled very largely of silver, because it was a prohibited article as well as opium; and so was tutenague, I believe: and the rule which guided me was, that I would smuggle the articles which were prohibited, but not those upon which a direct duty was laid.

2552. Can you state what was the number of chests of opium imported at Canton in your time?—The quantity varied: on general recollection, I think I may say 6,000 or 7,000 chests.

2553. How many pounds does a chest contain?—I think a chest contains two maunds of 82 pounds each; that is, 164 pounds, or it may be two maunds of 74 pounds each.

2554. What was the average price you sold it for?—I think I have known the price vary from 1,200 dollars to 2,400 dollars.

2555. Are you aware that the trade to China has now increased to 13,000 or 14,000 chests?—So I have heard of late years, and I have no doubt of it.

2556. What was the value of the opium you have stated?—From 3,000,000 to 12,000,000 of dollars, between 2,000,000 and 3,000,000 sterling.

2557. Was all the opium that you received Company's opium, or was there any Turkey opium?—There was Turkey opium.

2558. What proportion to the quantity of Company's?—I am not prepared to say, nor can I find amongst my papers sufficient data to give that conclusion.

2559. You have stated that you smuggled silver, did you ever apply for a chop for permission to export it?—Never.

2560. Do you know that the Company have exported silver?—Yes; I have heard so.

2561. Do you know whether they received a chop permitting them to export it?—I have no doubt of it; I am convinced they would not hazard the doing it without.

2562. What responsibility did you consider to attach to you as an agent, selling a prohibited article like opium?—In a pecu-

niary point of view, I never considered it was a responsibility that could be valued; nor did I ever charge, or pretend to have a right to charge any thing for it. Personally, of course, every man who resides in China runs a great risk. The government, for instance, as I have stated, knew full well that a ship was at Whampoa with a large quantity of opium; that she was to my consignment; and they might have imprisoned me any day, and said, till you pay 100,000 taels you shall not be released.

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W. S. Davidson,
Esq.

2563. Did that ever happen during your residence there?—Never.

2564. Did you ever hear of its happening?—Never. I do not think that in the history of the trade there has been an instance of it.

2565. What risk did you consider you ran in smuggling silver?—None whatever, beyond the seizure of the silver, with which they are always exceedingly well satisfied.

2566. Have you known many seizures made?—I have known some, but very few indeed, the parties are so exceedingly expert.

2567. Upon whom did that loss fall?—It fell upon the party for whom it was a remittance to India, either myself or my constituents, as the case might be.

2568. Could that risk become a matter of insurance?—Certainly not.

2569. Have you ever known it taken it as such?—I think no European would ever be so foolish to run such a risk. I cannot pretend to say that it has never been made a risk; I never would have run the risk myself for any reasonable premium.

2570. In your time did the Chinese undertake to put the silver on board for you?—Yes.

2571. What rate did you pay them for it? I bought the silver of them, and they undertook to put it on board. It was deliverable on board, and I paid them sometimes before and sometimes after they brought me the captain's receipt for it.

2572. Then your own risk was at an end?—Entirely; except when I chose to step out of the way and trusted them, which I have often done with all those parties, both in silver and in opium.

2573. Do you mean to say that you sold opium on credit?—Yes, I have, very foolishly.

2574. Then it is presumed your opinion of the Chinese was very good?—It must have been so, when I sold to the greatest rogues in the country an article on credit.

2575. Did you ever make any bad debts in such cases?—Yes, I have.

2576. You stated that some time after you sold the opium, the parties came to you to have the money returned, because they could not get an order for the landing of it; is it an univer-

8 Mar. 1830. *W. S. Davidson, Esq.* sal practice in getting this article on shore to get an order from the Mandarins before an attempt is made to land it?—I should think by no means. The parties who had my order for the opium, if they could evade the Mandarins, avoided paying them; but generally speaking, I believe, they cannot evade them, and that they find it the surest way to pay them.

2577. Generally speaking, is permission obtained from the Mandarins before an attempt is made to land the opium?—I should think the parties generally pay in order to secure the safety of the opium: but I may be permitted to add, that I should think it very likely, in the case of paying too small a sum, the Mandarins might still seize the opium afterwards; and I should think that the parties, unless they were disposed to pay the full fee, would rather run the risk altogether.

2578. Is there then any established fee?—Yes, there is an established fee for to-day; but you cannot depend upon them beyond the day, it is constantly liable to variation.

2579. Is there always a price, in the nature of a fee paid to the Mandarins, which will ensure the landing of opium?—Except at such times when their demands are so extortionate that it is impossible to sell the opium.

2580. What is the greatest payment you have known to be made to a Mandarin?—I know nothing whatever of the fine paid to the Mandarin.

2581. You stated that the opium agents are generally watched by boats from the custom-house when the opium is taken out of the ship, with an order obtained from the Mandarins: are those boats generally present?—I believe the system has been, when they have received intelligence from their chiefs, to retire.

2582. Are you not aware that those custom-house boats are moored astern and on the quarter of every vessel?—Custom-house boats are; but I am not aware that the boats whose duty it is to seize those parties are moored there; they are far too weakly manned and armed.

2583. Are you not aware that those boats permitted the opium to be landed?—Decidedly.

2584. Could they prevent it if they pleased?—That does not follow; they may not be strong enough. I have known instances of the Chinese opium boats overpowering all force, where it was a very large quantity, and it was worth their while killing and wounding men; but generally they do not attempt it.

2585. On such an occurrence happening, have you ever known any notice taken of it by the government?—Never.

2586. Besides opium, have not you purchased tea on commission?—My export in that way has been ~~but~~ small. I have, however, done it often.

2587. What was the commission you were allowed on tea? 8 Mar. 1830.
—Three per cent, the same as on cotton.

*W. S. Davulson,
Esq.*

2588. Generally speaking, did you not buy and sell the different commodities of Canton?—Certainly.

2589. Have you found any difficulty in your dealings, either with the Hong merchants or with the outside merchants?—I very seldom dealt with the outside merchants. I have often found difficulties with both descriptions.

2590. Did they refuse to sell to you, or refuse to buy?—Never.

2591. What are the difficulties that you met with; have they refused to pay?—Yes, I have met with many difficulties of that nature, having the misfortune to deal with bankrupts.

2592. What should you say of the facility of doing business in the port of Canton as compared with other ports?—I should say it is greater in that than in any other country I have ever either visited or heard of.

2593. Have you ever sent teas on your own account to New South Wales or any other place?—Not on my own account; but I have sent them on account of other parties many times.

2594. Did you buy those teas by previous contract, or as you found them in the market?—I have bought them both ways. When I knew that the vessel was coming, then, of course, I would buy them by contract previously; when a vessel came suddenly with an order, and had to return immediately, I was obliged to buy them at the moment.

2595. As a general rule, then, when you knew a vessel was coming, you would provide the cargo by previous arrangement?—Unquestionably.

2596. Do you not consider that the East-India Company, by having a regular demand for their trade to England, can buy their teas cheaper than a stranger, who goes into the market with only a short time to purchase his cargo in?—Certainly; the Company buy their teas at great advantage.

2597. Do you think, if your purchases had been large, you would have had equal facilities with the Company?—I think, if my purchases were equally large, I should have equal facility, if I were equally active and intelligent.

2598. Do you consider that the principal advantage which the Company has arises from the great extent of purchases and sales which they make?—Yes, I do.

2599. Are you aware of any other advantage they have beyond their great punctuality and their great dealings?—That seems to me to embrace every advantage that can be possessed by a great trading company.

2600. Supposing the Company to continue to trade there, and supposing the trade thrown open to other Englishmen, with liberty to settle and reside at Canton, do you foresee any

8 Mar. 1830. difficulties in carrying on the trade at Canton?—I foresee that many may arise.

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2601. Will you state what difficulties you anticipate?—I believe that individuals would conduct themselves so irregularly, that they would quickly become embroiled with the Chinese.

2602. Have you ever known, during the time you resided there, any interruption, or any individuals coming in collision with the authorities there?—I think I stated before, that we knew better than to come into collision with the government; but we have had many grievances.

2603. When a grievance occurred, in what way did you apply for the redress of that grievance?—During the whole of my residence I never had occasion to apply for the redress of any; but I have heard the modes taken by other parties, which modes are generally understood to be by going to the Viceroy's palace, with a chop, or letter, stating the grievances; that is to say, a great collection of people, who are of the same mind, and who were generally labouring under a common grievance, forced their way through the city gate and made to the palace; and when they succeeded, as they frequently did, the parties there were very glad to take their letter, and to get rid of them.

2604. Do you allude to the Company's servants as having ever done that?—No; the Company have the privilege, and a very great one it is, of communicating with the Canton government in Chinese; it was gained by negotiation long ago.

2605. To whom do you allude as having done that?—Persons connected with the country traders; but I remember on one of the most spirited occasions they were headed by a late Chairman of the East-India Company, the Honourable Mr. Lindsay, who got great credit for the manner in which he conducted the business.

2606. Did he head the party as a servant of the Company, or as an Englishman independently of the Company?—Decidedly as an Englishman, and not as a servant of the Company.

2607. Have you ever known any of the Company's commanders joining in these proceedings?—The Honourable Mr. Lindsay was then the Honourable Captain Lindsay, and a Company's commander.

2608. Did you ever know of any of the Select Committee, or the persons belonging to the Company's establishment there, joining in such proceedings?—No, I do not.

2609. Can you recollect the nature of the remonstrance they presented?—I cannot; I was not on the spot at the time.

2610. Was redress given to the grievances?—I think, generally speaking, those petty grievances for which they sought redress in this manner were relieved.

2611. Comparing the time when you arrived at Canton with

the time when you came away, do you conceive that, on the whole, there were greater facilities for trade at the termination than at the commencement?—Unquestionably.

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2612. Are you aware whether, from what has taken place since you came away, still greater facilities have been afforded?—I have heard very little of the matter since I came away.

2613. What do you consider to have been the cause of that greatest facility?—Privileges obtained by the exertions of the East-India Company's Select Committee.

2614. Did that apply to the Americans?—Unquestionably. I conceive the Americans and all other foreigners have benefited by those privileges which have been obtained by the East-India Company, and, as I conceive, at the cost of Great Britain.

2615. Are the Committee to understand that in these remonstrances by individual Europeans residing there, that the Company's civil servants ever joined in them or not?—I believe not.

2616. You stated, that you were afraid that disturbances might take place; have you ever known any interruption of the trade of any nation, except that which has taken place with the India Company?—I know the American trade stopped on one occasion, in consequence of a life that was lost, in the case of the Italian sailor Majocchi; I do not remember any other.

2617. Then what induces you to say there would be a risk of disturbance, when you know no instance of that having taken place?—Because I conceive the Chinese would very soon deprive you of all your privileges, and the trade would consequently be carried on to the greatest disadvantage; the parties interested there would be dissatisfied, and I think it is not going too far to say, that they would greatly misconduct themselves in the end from cruel irritation.

2618. Have you not said that it was your interest to conduct yourself quietly to avoid collision?—Certainly.

2619. What reason have you to think that other individuals, consulting their own interest, would not act with equal caution?—Because very few had so large a stake as myself. Smaller stakes make people less cautious.

2620. Do you not contemplate, if the trade were open, that the agency business would very much increase, so as to be worth every individual's attention?—It is very possible it might.

2621. Do you contemplate danger as likely to arise, supposing China to remain as it now is with regard to Europeans?—There are now a great many private individuals in China who have much larger stakes than they had in my time.

2622. Do you find that they come in collision with the public authorities?—I should think not.

2623. Do you know Mr. Wilcox, an American merchant, who was there?—Yes, intimately.

8 Mar. 1830. 2624. Have you ever known him or any of his countrymen come in collision, except in the unfortunate case you have alluded to?—Never.
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2625. How often have you known the trade interrupted by the English coming in collision with the public authorities there?—Two occasions I have a vivid recollection of. The first occasion was in 1814; it was the resistance on the part of the supercargoes to an attempt made by the government, in conjunction with the Hong merchants, to make the monopoly which they possess much more close and injurious to the English trade than it had ever been before.

2626. That is, the Chinese authorities were anxious to establish Co-hongs, so as to render the monopoly of the sale of Chinese articles greater?—The nature of it was to give authority to the senior Hong merchants, that they should have a power to control the juniors, to fix the prices, and in short, to exercise a very despotic authority over their own body and over the trade.

2627. If such had been established, do you consider that an increase of the price of teas was anticipated?—I conceive that would have followed.

2628. What steps did the Company take in resisting those demands?—They resisted those demands, by stopping not only their own trade, but all the country trade.

2629. How long did they stop that trade?—As well as I can recollect, I should say about two months.

2630. Have you ever known any interruption by any proceedings of country traders?—Never.

2631. On what other occasion do you recollect any interruption?—On the occasion of the affair of the *Topaze* frigate, I think in the season 1821–2, an affray took place between the crew of the frigate and the Chinese, in which some of the Chinese were killed and wounded, and on that occasion the Chinese stopped the trade.

2632. Had the Company's own servants any thing to do with causing that?—They were not the cause of it, it was a king's ship.

2633. Did any dispute arise about the price of black tea between the Company's Factory and the government?—I am not aware of that circumstance.

2634. How do you account for king's ships, which of course are better disciplined, and under better command and control than any other ships, having been the cause of disturbance in China, when the country ships have not caused any disturbance?—In the simplest way possible; one party will take blows, the other will not.

2635. Will you explain what you mean?—King's ships going to China, will of course submit to no insult whatever; and there-

fore, so long as they do go to China in the present state of things they must embroil the trade, because I hold it to be quite impossible for any ship to be in China, and in contact with the Chinese, without being insulted sooner or later.

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2636. Are the Company's ships ever insulted in that way?—I have often heard of persons belonging to Company's ships receiving insults.

2637. Then they are obliged to put up with the insults as well as others?—Of course. I speak of personal insults, and not such as affect the honour and character of the Company's representatives in China.

2638. Supposing the trade were thrown open, and supposing the Company to exist as a Company without exclusive privileges, and supposing a consul, with a council perhaps on the part of the Crown, with powers to regulate the conduct of every Englishman visiting Canton, can you form any opinion what would be the result as to keeping peace and good understanding with the Chinese, as compared with what now takes place with the Company's present establishment?—Supposing such a state of things to exist at some future period, I should say that, unless judicious and energetic diplomatic arrangements preceded such a change, the British trade would not exist at Canton two seasons without the most violent and serious interruption. My reasons for thinking so are these. The Company possess the twofold character of trading merchants and of a great controlling power: they can temporise, as they have done before; but if the representatives of Great Britain emanated directly from the government of this country, I conceive they would be placed precisely in the same situation as the men-of-war have always been in; that is to say, they would stickle for the honour of their government, and they would not be able to recede from their first demands, by which means the trade would be lost for two seasons at least; many individuals would be thereby entirely ruined, and the country would be unable to reinstate their commercial intercourse with China without incurring a vast cost.

2639. Have you not stated that other Europeans, when aggrieved, have united together to demand redress from the Chinese, and have obtained it?—In insignificant cases: I have stated that to have been done on petty occasions, not on great occasions, certainly. Such an attempt in the year 1814, when the Company made their great stand, would have been as futile as it would be for me to hold up my hand in this city for the purpose of extinguishing a great fire.

2640. Have you found, from your own experience, that the Chinese people are extremely desirous to carry on trade with Europeans?—Unquestionably, but in their own way.

2641. Then it is the regulations of the government that you consider to be hostile?—Entirely so.

8 Mar. 1830. 2642. You have stated that during your recollection, and as far as you have heard, no interruption has ever taken place with the Americans, who have carried on that trade for many years, except in the case of the Italian sailor; have you ever known any thing of the kind occur with the Danish, the Spanish, the French, and Dutch, during the last five years?—Certainly not.

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2643. Then are the Committee to understand that you anticipate those difficulties from the supposition that irregularities would take place on the part of the traders there?—That is only a part of my reason, which is correct as far as it goes, but also from the decided disposition of the Chinese authorities to encroach.

2644. Are you able to state whether the number of individuals employed in China by the tea trade is very considerable?—I have always understood so.

2645. Would not the stoppage of the trade which you anticipate be as important a grievance to that country, as the stoppage of a great branch of trade would be to any other country?—Unquestionably; it would ruin those engaged in it at the moment.

2646. Do not you consider that would be an inducement to them to act on reasonable terms?—The government of China and the trading people are so very distinct, that it is impossible to suppose one motive actuating both parties.

2647. Do not the Mandarins and the officers of government gain very much by the trade, both regular and smuggled?—Unquestionably.

2648. Would it not be against their interest that any interruption should take place?—Certainly.

2649. Would it not also be against the interests of the English residing there to produce any interruption?—Certainly.

2650. Both parties being anxious to keep the trade, on what ground do you suppose the trade would be lost?—Because, as I stated before, representatives of the King of England could not temporize in the same way as the East-India Company have always been ready to do, when judged politic or necessary.

2651. You stated, that the present Lord Strathallan, and several gentlemen then in the Company's service, were concerned in business in Canton; did you mean it to be understood that they had any interest whatever in the sale of opium, which you described as having taken place?—I stated that, from the moment I joined the house, it was upon a clear understanding that all the opium agency should be mine, and that the cotton and other agency should be theirs.

2652. Did they at all participate in the opium agency?—I stated distinctly that in point of fact they did not participate. I *bonâ fide* profited by the opium agency, and they *bonâ fide* kept the other agency.

2653. Did you not state that the Company afterwards put a stop to their servants having an interest in the cotton agency also? — They submitted a proposition, that if it was retained by their servants it should be for the general benefit, certain parties being nominated by the whole to act. The parties then concerned in it, declined the thing on those terms, and consequently I succeeded to the whole agency, none of the other parties in the Company's Factory choosing to start against me.

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2654. Are the Committee to understand, then, that those gentlemen did nothing in the prosecution of that business, that they were not permitted to do as Company's servants?—Distinctly so.

2655. Before you joined the house, had the opium agency been equally divided between the members of the house?—Unquestionably; but the opium agency was much smaller at that time than afterwards.

2656. Had the gentlemen you have mentioned any concern in any business which they were not permitted by the Company to engage in?—Those gentlemen participated in nothing but what they were legally and strictly authorized to do. When they were no longer authorized to do it, they most honourably gave it up to me, and the thing was done quite *bonâ fide*: and the reason I use that expression is, that in that country it was by some supposed to be otherwise; but I state most distinctly, that the opium agency profits were *bonâ fide* given up to me on joining the house.

Martis, 9^o die Martii 1830.

Captain CHARLES HUTCHINSON called in, and examined,

2657. You are a captain in the navy?—A commander in the

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2658. Since the peace have you employed yourself in the command of any ship in the mercantile service?—I took the command of a ship called the Bombay Castle, at Liverpool, in 1819, and went to India, where I remained five years.

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2659. What was the size of the ship?—Nearly 600 tons.

2660. During the five years you were in command of this ship had you any intercourse with Canton?—I went there three times, three several years, from Bombay, with cargoes of cotton and various other things that are sent from India.

2661. Was there any opium on board the ship?—Not on board the ship; it is generally sent in vessels employed for that particular trade.

2662. To what ports did you return when you left Canton?—Always to Bombay from China.

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2663. What were your return cargoes?—They consisted of tea, sugar, silks, camphor, nankeens, and a variety of other articles fit for the market of India.

2664. Was tea any considerable proportion?—No, tea is but a very small proportion; it is chiefly used by Europeans, and by a particular class of people called Parsees.

2665. How long were you at Canton in any one of those voyages?—Generally about three or four months.

2666. Had you the means of knowing whether the trade in which you engaged was profitable?—Yes, I have no doubt it was profitable, more or less, at times: and as one proof of it I used myself, not knowing any thing of the trade, to lend money to merchants at Bombay, who paid eight per cent. for it to Canton, and the same back; and they made very largely upon it again, as I understood from themselves. Since I quitted India, I have heard that they do not succeed so well as they did; but that was the state of the trade while I was there.

2667. How was the ship in which you were employed manned?—Entirely with Lascars, but with European officers.

2668. Do you know whether any ships have been employed in the country trade with China that were manned by Europeans?—I know of two, but I think there were more. They were ships that had been bought by British merchants, but had been built in India; they had the privilege of going to China. They claimed the privilege, and went with British seamen on board.

2669. Supposing the privilege which belongs now to an Indian-built ship to extend to all British ships, do you consider that advantage would accrue from it to the trade?—I have very little doubt of it. It can be but matter of opinion; but calculating from what I saw the Americans do, I think it must be very advantageous; for they bring goods from England and make a profit; and I have myself carried goods to China from India, which have been sold with a profit there.

2670. Supposing there were a greater competition of shipping, would not the expense of that trade probably be lower?—No doubt it would. The freights are very heavy upon the ships that go from India to China.

2671. As you were three times at Canton engaged in those transactions of commerce, what should you say, from your opportunities of observing the character and habits of the people of China, as to their disposition with respect to intercourse with other countries and carrying on trade generally?—They have a very great avidity to trade with every body they are permitted to trade with. The merchants of China are extremely eager to trade with every one that comes into the country; more so than any people I have ever seen.

2672. Do you mean to say that they are a speculative, trading,

enterprizing country?—Very much so; beyond any others I have seen.

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2673. As they are disposed to favour trade, and to be speculative and enterprizing in it, are they disposed to be accommodating, and to afford facilities in their intercourse?—I think the people themselves are, in every possible way. The government take every opportunity of extorting duties; but those duties are not changed; and so long as you carry on the trade in the regular way appointed by them there is no sort of difficulty. Liverpool, which is one of the most expeditious ports for commerce in England, is not to be compared with Canton for its facility. In half an hour you may conclude a sale of a whole cargo of a ship and the purchase of another, and you have no further trouble with it; with the Hong merchants particularly: the more creditable ones among them are very honest in their dealings.

2674. You say that the government take every opportunity of extorting duties: had you ever an opportunity of observing whether other governments are slack in levying duties on trade?—Perhaps I was a little incorrect in the expression I used. While you adhere to the regulations they have made, you have no fear of extortion; but if you do any thing at all illegal you are subject to very great extortion, and this extortion their own merchants are liable to if they commit any irregularity. They frequently make the Hong merchants pay fines for no real cause, but some pretended ones.

2675. Had you any dealings with the Hong merchants?—Yes, I had, but not to any great extent.

2676. Are there other merchants, exclusive of the Hong, with whom you can deal extensively?—A great many, and some have very extensive dealings; indeed many of them much larger than many of the Hong merchants, who are in fact nothing but a name.

2677. So that you might have sold or bought a cargo without having recourse to the Hong merchants beyond what was necessary for securing the ship?—Precisely so; it is frequently done.

2678. Were there many American ships at Canton at any period when you were there?—Yes; many come there every year.

2679. Had you any intercourse with the captains or the supercargoes of those ships?—I saw them frequently.

2680. Did you ever hear of any complaint of any want of facility in carrying on the trade in China?—No, I never heard any one complain of any want of facility in carrying on the trade, as long as they adhere to the regulations of the country.

2681. Had you any opportunity of observing instances in which the Americans had to dispose of British manufactured goods in China?—There were two ships arrived one season when I was there, I understood, entirely loaded with British

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manufactures. I did not see the actual disposal of them, but it was well known that they did dispose of them. They were, I believe, not of a very good description, and consequently they did not sell so advantageously as those of a better description would have done. I had some in my ship at the same time which sold at a good profit; they had been bought in India at a profit, and they were sold again in China at a profit. Those were British cotton manufactured goods; chiefly long-cloths and cambrics. I have taken woollen goods likewise.

2682. Did you ever carry any cotton-twist to China?—I think a small quantity, but that trade had not then acquired any great extent.

2683. At what period were you last in Canton?—I was there last in 1824.

2684. As the Americans carry on a considerable trade with the Chinese, do they carry it on through the same system of agency, and with merchants of the same character as those who deal with the English?—Precisely in the same manner.

2685. And they meet with the same facility?—Precisely.

2686. From your observation of the Chinese, are you of opinion that if this trade was thrown open in the same manner as every other trade carried on from this country, there would be a great increase in the demand for British manufactures and British produce in China?—I think there would ultimately, but not immediately. There would be some increase immediately; but of course that, like all other trades, must increase gradually.

2687. Have they any dislike to British manufactures?—Certainly not.

2688. Do you think they would be induced to purchase them by the same considerations which prevail in every other part of the world, namely, their cheapness and their excellence as compared with the cheapness and the excellence of light goods, either the productions of their own country or of other countries with which they trade?—Undoubtedly. I see them regulated by the same considerations as other people now, and I conceive they would be when the trade was open: I can see no reason why it should change their natures.

2689. Should you say it is a just distinction, speaking of the Chinese nation, to say that the people are speculative and much disposed to foreign trade, although the government is professedly adverse to communication with foreigners?—Yes, certainly. The government may be said to be so far adverse to trade, that it is jealous of you, knowing what you have done in India, and it is apprehensive of your intrusion; but so long as they may be secure that nothing else would be attempted, they are as desirous of carrying on the trade as the people themselves.

2690. Although the government professes jealousy in its intercourse with foreign nations, do not the servants of the govern-

ment afford facility to that intercourse, from the consideration of the advantage they derive from it?—I cannot say that the government *does* profess any such feeling; it is believed to be so, but, I do not know that they absolutely *profess* it.

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2691. In point of fact, are any difficulties thrown in the way of commerce by the servants of the government?—Certainly not: they have every desire for it, because they derive all their emoluments from it. Almost all offices in China are bought. The Hoppo at Canton buys his office at a large price, and if the trade were stopped he would lose his emoluments, and he would have no redress from the government.

2692. Was there any interruption to the trade when you were at Canton, in consequence of any irregularities or difficulties?—There was an interruption occasioned by the supercargoes of the Company themselves. Some men had been killed by the *To-paze* frigate, and two men were demanded in lieu of them. For two years they were told that the British Government would be applied to. In the third year they insisted upon a decisive answer as to those men; they were told that they were men under the King's controul, over which the Company had no power, and therefore they could give them no answer about it, and the Company's ships were not permitted to go to Whampoa, lest they should not afterwards be permitted by the Chinese to quit the country. This interruption, I think, continued for nearly two months; and the Chinese, finding that the Factory were determined not to give up the point, at last yielded, and sent a message that the King of England might punish those men. The trade was then opened again, and all went on as before.

2693. What year was that in?—I think it was in 1822.

2694. Are you aware of any other interruption arising out of the difficulties with the Chinese authorities, or with the Chinese people?—Not while I was in China.

2695. Do you know of any interruptions that have arisen in the American trade?—Not while I was in China; but I have heard of such an interruption, on the occasion of an Italian sailor, who was on board one of their ships, having been supposed to have killed one of the people.

2696. Are you aware of any difficulty or interruption that has occurred in the country trade?—None but where the ships have committed some irregularity, and that has been but momentary.

2697. In that case, has the interruption been confined to the ship that has so offended, or has it been extended to the trade generally?—It has been confined to the ship that has so offended; it has generally arisen from some of the Lascars attempting to smuggle opium.

2698. Has the interference of the government been confined

9 Mar. 1830. to the ship that had been guilty of the offence?—Certainly, in cases of that kind.

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2699. And the others have received no molestation?—None at all.

2700. Have the Americans any public officer at Canton to transact their business with the government?—There is an officer there who is called the consul, but he has no power over the ships that came there. There are many nominal consuls, of different nations, in China, but they have no power. Many obtain these appointments as an excuse to reside, the Company having the power to send away all British subjects.

2701. Is not the consumption of tea quite general in China among the native population?—Quite so, so far as I have seen; but having had intercourse only with a particular portion of the empire, it is difficult to pronounce positively.

2702. Must not the whole quantity exported from China bear a small proportion to the quantity that is consumed at home?—I have always understood so from the Hong merchants.

2703. Do you understand that if there was any increased demand for tea there would be any difficulty in supplying it?—Certainly not.

2704. Supposing any interruption to occur to the trade with Canton, from any political or other cause, do you suppose there would be any difficulty in the Chinese trading with Singapore?—I am not certain whether there would or not. If the Chinese government discovered that you obtained tea by that means, it is possible that they might prevent such vessels going as would bring you a sufficient quantity; but I cannot speak with any certainty, not knowing what their regulations are with regard to their own trade.

2705. Have you ever been at Singapore?—I have been there three times.

2706. Are there any considerable number of Chinese junks resorting to that settlement?—I have not seen many myself, but I have always understood that six or seven go there in a year, and sometimes more.

2707. Supposing the Chinese were to put a stop to the export of teas altogether, are you of opinion that the prohibition would be effectually enforced, so as to prevent its being sent to Singapore?—I think it is extremely probable that they would be enabled still to bring it to Singapore, but I am not certain.

2708. What do you apprehend would be the effect in China of a total prohibition of the export of tea?—It would be difficult to say. The Chinese government feel themselves to be a very rotten sort of government; they know that the people are ready to revolt in many of their provinces, and they would therefore be very cautious how they gave any cause of discontent to any

part of their empire; but whether they are particularly afraid of that part of it situated near Canton I cannot tell. There are some of the provinces where they are much more inclined to revolt and to resistance than in that, particularly the province of Chichoo.

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2709. You are aware that tea can be exported from other ports of China besides Canton in Chinese junks?—Yes, because it is brought to Singapore from other parts.

2710. Is it brought from the tea provinces?—It is brought by canals to the coast, and then put on board the junks, who bring it to Singapore.

2711. Are the junks that come to Singapore with tea loaded at Canton, or at ports nearer to the growth of the tea?—At ports nearer to the growth of the tea, I believe; I know they are not loaded at Canton.

2712. Had you any opportunity of ascertaining that the tea exported to Singapore is of a good quality?—I believe not, because a good quality is not wanted. It is for the use of the Chinese there, who are of a very low description, and who therefore require only very cheap tea.

2713. Do you think the Chinese government could more effectually prevent the exportation of tea than it does the importation of opium?—Perhaps it might more effectually, because tea is a more bulky article.

2714. From all its ports?—From all its ports, in the same proportion as to the two articles, of course.

2715. Is the exportation of tea by the Chinese junks to Singapore an illegal trade or a permitted trade?—It is a permitted trade, I believe.

2716. Do you know whether the duty paid upon the exportation of tea in a Chinese vessel is lower than it is upon the like article exported in a foreign vessel?—I am not aware whether it is or not.

2717. Is not Singapore too new a settlement for you to be able yet to form an opinion of what effect that step may have upon the trade of China?—Yes, I suppose it may be.

2718. Do you know, of your own knowledge, where the tea sent to Singapore is shipped from in China?—No, I do not; I only know it is not shipped at Canton.

2719. Is it not shipped from ports nearer to the growth of the tea?—So I have always understood; of course I have no positive knowledge.

2720. Can you state what the relative prices of tea, of the same quality, at Singapore and at Canton are?—No, I cannot, never having inquired.

2721. Have you heard whether, upon the whole, it is cheaper or dearer at Singapore?—I cannot say. It would, of

9 Mar. 1830. course, be dearer than the same tea bought by the Chinese at Canton not exported and paying no duty.

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2722. Do you happen to know whether the Chinese government exact the same measurement duty and the same dues from their own junks as they do upon foreign shipping?—I do not know. I should suppose not, from their desire to impose upon foreigners as much as they can.

2723. Then, of course, they could navigate much cheaper in those junks than the foreign ships could navigate?—I should suppose so.

2724. Is it not the case that those ships frequently do clear out for one port with an intention to go to another if the market suits them?—I conceive they would have no difficulty in going where they pleased, the Chinese government having no means of knowing where they went to after quitting the country.

2725. What do they take back from Sincapore to China?—They take back tin, rattans, and betel-nut, if it can be obtained.

• 2726. Any British manufactures?—I dare say they do.

2727. Have you a personal knowledge of this trade by junks?—Yes; I have seen the junks at Sincapore.

• 2728. Are you aware whether the exportation of tea in native vessels is prohibited by an edict of the Emperor of China?—No; I stated that, as far as I knew, it was perfectly legal. I never heard that it was contrary to their laws.

2729. Is not tea exported from China to every part of the Eastern Archipelago in considerable quantities, for the consumption of those countries?—I have always understood so.

2730. If the trade be an illegal trade from China to Sincapore, would it not follow that it must be without any export duties?—Of course there would be no charges but fees to the Mandarins, who will always allow themselves to be bribed.

• 2731. But, to the best of your belief, it is a legal trade?—I believe so.

2732. Can other parties procure teas of equal quality at Canton with the teas purchased by the East-India Company?—The tea required for the Indian market is generally of a superior description to that brought to England, and is obtained very readily; but, of course, the quantity of it is not so great. I have no doubt that any quantity of tea of any quality might be obtained by making engagements for it the year previous.

2733. When you say that the quantity is not so great, is the reason of the quantity being so small that the demand in India is more limited, or that a supply in China could not be obtained?—Entirely because the demand is limited.

2734. Are you then of opinion, that the India Company, if they chose to contract for it beforehand, and to stipulate for it,

could procure a better quality of tea than they now habitually import?—I have always understood so from the Hong merchants and the Chinese: but those finer kinds of tea, either from the depraved tastes of the English, or some other cause, are not relished in this country.

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2735. Does any quantity of that very fine tea come here?—Yes; there is some proportion of it comes here.

2736. Are you speaking of green or black tea?—Black tea.

2737. Do you know any thing of the tea that comes by land through Russia?—I know nothing of it but from report. I have always understood that it is of a very superior quality to that obtained in this country.

2738. Are the teas you mentioned as being carried to India known by any particular name in this country?—Yes; Pahoe or Pekoe is the finest of their teas; and Pouchong is another; it is a very delicate tea, wrapt up in papers.

2739. Have you ever heard at Canton that the Company procure the best teas for the English consumption, in consequence of paying a higher price than the private-traders?—They have no rivals in the English market, therefore, of course, they obtain what teas they please.

2740. Have not they rivals in the Americans and other traders?—Yes, but the Americans chiefly take the green tea. I think perhaps they may obtain better tea than the Americans, by making engagements for the tea the year previous, and paying a larger price.

2741. Do you think the Company procure their teas at the cheapest price at which that quality of tea could be procured?—No. I have always understood that they pay more for it than the same quality would be paid for by the private merchant. Sometimes, when I have wished to purchase tea of the Hong merchants, they told me they must wait till their teas had been examined by the Company, and chosen, and then that they would sell me what remained. They always look upon their trade with the Company as their greatest advantage.

2742. Is not the largest dealer likely to be the best supplied with tea, and to buy it at the cheapest rate?—I do not think he buys at the cheapest rate, but he will be the best supplied.

2743. Having the greatest command of the market, will he not be able to deal upon better terms?—He could if he tried, but the Company does not try.

2744. Why do not they try?—I do not know: it may not be their interest.

2745. With respect to that very fine quality of tea, do you know what would be the price of that as compared with the best sort of black teas that come here?—It is almost at any price; I have heard of it being as much as four or five dollars in China.

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2746. Do you know the prices which the Company pay for their teas?—I do not know the prices.

2747. How do you know that they pay higher prices than individuals?—Because, though I cannot state the prices now, I heard them at the time, and they appeared to me to be higher.

2748. Might not the quality compensate for the price?—I do not think it did.

2749. Why not?—Because it was not as good.

2750. Did you examine it?—Yes; I have seen the teas myself.

2751. Was the tea offered to you, tea that had been rejected by the Company?—Yes.

2752. You have stated that the consumption of India is the very finest quality of black tea?—Not the very finest, but superior to that generally brought to England.

2753. Did you pay a higher or a lower price than the Company?—I suppose that I paid a higher price than the Company, because the tea was very superior to that generally bought by them.

2754. When you bought tea which you supposed to be of equal quality, did you pay a higher or a lower price than the Company?—I imagine that I bought it upon better terms than they did.

2755. Why should the Company pay a higher price than they could obtain the article for?—I can hardly say. I suppose it must be from want of sufficient diligence in their servants.

2756. Is it considered to be a very profitable thing for one of the Hong to have a share in the Company's trade?—They look upon it as one of their chief profits.

2757. Is the value of that share known?—The precise value is not known, but it is always considered more desirable to obtain than that of any other dealer.

2758. May not that be on account either of the great demand of the Company, or of their giving a better price?—I have understood that it was on account of the better price as well as on account of the greater quantity.

2759. Are you speaking of black or green tea?—Of both; but in comparing the prices given by the Company and by private merchants, I am speaking of black tea chiefly.

2760. Is not the consumption of tea in India confined to green tea?—At Calcutta it is, but at Bombay the consumption is almost entirely of black.

2761. Did you ever hear that the value of a share in the supply of black tea to the India Company by the Hong merchants was considered 40,000 dollars?—I never understood what it precisely was; I always understood it was considered by them as a bonus beyond what they could get from any private trader.

2762. Supposing that an edict on the part of the Chinese go-

vernment could be produced, prohibiting the exportation of tea from all parts of that empire excepting Canton, would you not consider that as a strong demonstration of the anti-commercial spirit of the Chinese government?—I should consider it as a government not having very enlightened views of commerce; but it might be to guard themselves against smuggling from a great number of ports.

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2763. You have stated, that you, as an individual, could purchase tea at a cheaper rate of the same quality as the East-India Company, do you attribute that to your paying money instead of paying part in goods, or to any other cause?—I can hardly say to what cause to attribute it; I only say that it exists.

2764. Do you know the fact, that an individual pays in dollars, and that the Company pays partly in goods?—I know that if you pay in dollars you can buy upon far better terms.

2765. Do not the Hong merchants, when they have obtained a share of Company's trade, pay a considerable sum to the Hoppo in consideration of that share?—I do not know.

2766. Do you know, when you yourself transacted business, whether any thing was paid by the Hong to the Hoppo on account of that business?—I do not know.

2767. Are there any goods that are reckoned prohibited goods in China exported by the country ships?—A large quantity in almost every ship. They chiefly consist of cassia and a coarser kind of silk, upon which the duties are too heavy to be taken in the regular way; they are therefore bargained for with the outside merchants, to be smuggled on board the ship, and it is done with as great facility as the regular trade, the Mandarins being all feed and permitting it.

2768. Did you ever know any interruption to this irregular trade?—None whatever; it is as easily carried on as the regular trade.

2769. Did you ever export silver from China?—I have taken it, but that has been regularly shipped; what is, I had a chop for it.

2770. Is a large portion of the assorted cargoes exported from China, articles prohibited or subject to such duties that they are generally smuggled?—Yes.

2771. And that with the knowledge and connivance of the Mandarins?—Certainly. There is an island near Whampoa called French Island, where those smugglers live. Goods intended to be smuggled are sent to French Island, and you receive notice the night before at what hour the cargo will be brought. The Mandarins then surround the ship, and wait for the smuggling boat: when it comes alongside they send a man in a canoe to count the packages, that no more may be brought to the ship than they have received their fee for. In fact, their whole government is one system of corruption from top to bottom.

2772. Do not you think that the facilities they afford to

9 Mar. 1830. smuggling arise from an anxious desire to extend their foreign commerce?—Certainly, in the people; not in the government, of course.

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2773. In the officers of the government, do you attribute it to a desire to obtain a suitable remuneration in return for the sum of money they have given for their offices?—Certainly.

2774. It being notorious that all those offices are paid for?—So I have always been told.

2775. Do you happen to know what is the freight paid at Canton for the tonnage allowed to the officers in the Company's regular service?—It has throughout the different years I have known it varied from £45 to £60 per ton in the regular Indiamen.

2776. Is that the price at which they can let out a ton of their privilege from Canton to England?—Certainly. I know it, because when I was meditating my return to Europe, I was desirous of sending things by means of the Indiamen, and I did not think proper to do it on account of the tonnage being so high. The captains of the ships generally purchased this tonnage, and sometimes private merchants at Canton, for the purpose of making a remittance to England.

2777. Did you ever know any difficulty in procuring silk, or any other article of China produce, to any extent that was requisite for the demand of the foreign market?—I believe sometimes there may have been a scarcity of silk, but never to any great extent. With previous notice there certainly would be none, from what I have always understood.

2778. Do you think if there was a year's previous notice of any increase of demand for tea, say one-third more than is now required, there would be any difficulty in obtaining it?—I should imagine not, from what I have always understood from the Hong merchants themselves.

2779. When the freight from Canton to England was from £45 to £60 per ton, what was the freight from Canton to Bombay?—The trade is generally regulated not by the ton but by packages in the country ships; therefore I am not prepared precisely to say what it might have amounted to per ton, but I should imagine from £10 to £12 at the very least.

2780. Would that be a profitable freight?—Certainly.

2781. Do you know what the freight was on board the American ships from Canton to Boston?—I do not.

2782. Does it consist with your knowledge that there have been any teas exported from Singapore to other parts of the world?—I do not know.

2783. You have stated that you have known of British ships manned with British seamen having made a voyage to Canton from India: can you state their names and the names of the captains?—I know of two, certainly; and I think there was a

third. One of them was the Partridge, and the other was the Hannah. The captain of the Partridge I do not recollect: the captain of the Hannah was named Haythorn. They were between 400 and 500 tons.

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2784. Do you know whether the trade of other nations with China derives any assistance from the Company's Factory there? — Not in the least, I should suppose.

2785. They do not interfere either to protect or impede them? — Not in the least.

2786. Therefore whatever is the state of the foreign trade with China, grows out of their own arrangements, or the facilities afforded by the Chinese government? — Entirely.

2787. Did you ever have any opportunity of applying to the Factory yourself for any assistance or facilities? — I never had. I have known that other people would have been desirous of obtaining their assistance, but did not apply, knowing that the Company's agents would not mix themselves up with any other business than their own. There have been several instances where Hong merchants have failed, and the persons to whom they owed money not being paid their dividends at the times appointed, have made application themselves to the Hoppo at Canton. They collected a number of their friends, and sat themselves down at the city gates for two or three days together, till they obtained an answer.

2788. Notwithstanding those occasional difficulties, you have stated that the trade with China is carried on with more facility than any other country with which you are acquainted? — I think so.

2789. What is the freight at present from Bengal or Bombay to England? — I had a letter lately from a gentleman at Bombay, who stated that it was £2 a ton, and not obtainable at that.

2790. Supposing the freight from Canton to Bombay to be £10 and from Bombay to England £2, the same goods that are now charged at £45 to £60 might arrive by this circuitous trade at the rate of £12? — No doubt; but I imagine that the freight of the country ships themselves is now very much reduced; because by the same letter of information before alluded to, I understood that the country ships were going on in a much less prosperous way than when I was there.

2791. When you were in the command of a ship, had you a supercargo, or did you manage the transactions of trade yourself at Canton? — There was a supercargo at Canton corresponding with the owners at Bombay, sometimes he went in the ship.

2792. Do you know what commission he received for the transaction of the business? — I do not exactly know; he was a native merchant, and their commission is much less than that of Europeans.

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2793. Was he Chinese?—No he was a Parsee, a native of Bombay.

2794. You have stated, that you believe the country trade to be in not so prosperous state as it was; can you assign any reasons for that diminution of prosperity?—I cannot assign any reason but one, that the chief article of export from India is cotton, and the Chinese now grow a greater quantity of cotton than they did formerly, and consequently their demand for that is not so great: a less price is also obtained for it.

2795. You have stated your anticipation of an increase of demand for English manufactures in the event of the trade being thrown open, should you continue of that opinion if you were informed that the Company already exerts itself without much success to stimulate the consumption of British manufactures?—I should continue of the same opinion, because I think private merchants would carry on their trade in a more economical way than the Company do, and therefore they would carry their goods there cheaper.

2796. Are you of opinion, from your observation, that the Company do exert themselves to the utmost of their power?—I take it for granted, from hearing it now asserted, but I do not know that it is so.

2797. You stated that you conceive there would be no difficulty in obtaining additional quantities of tea, do you mean black tea or green tea, or both?—Both; but the black more easily than the green, because the use of green is entirely confined to Europeans and Americans; consequently it would take some time to extend the plantations from which it is brought. Black tea is used throughout the Chinese empire, and what we consume of it is so small a proportion that I have no doubt a much larger supply of it might be obtained immediately.

2798. Do you think that an increase of quantity might be obtained without any increase of price?—I think it probable that at first the Chinese would demand a greater price for tea, but that would soon find its level, as a larger price could not be given with advantage, and of course, like all other things, tea would become reasonable again.

2799. Do you think the quality of the tea would be affected by the larger demand?—I suppose it might be, but the same proportion of good and bad tea would come, I dare say.

2800. Do you think as great a quantity of good tea would be procured?—I should think it could.

2801. You stated that you thought if twelve months' notice were given any quantity of tea might be obtained; are you aware how long it is necessary that the tea-plant should be planted before it produces the leaf?—No. But my reason for supposing that you could obtain any additional quantity is, that our consumption compared with that of the whole empire of

China is so small, that I have no doubt there is sufficient tea grown without planting any more. 9 Mar. 1830.

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2802. Do you know that as a fact?—No, I have heard it from the Hong merchants.

2803. Have you ever heard any estimate of the proportion which the quantity of tea exported bore to the quantity consumed at home?—The Chinese are so ignorant of the state of their own country, that they would have no means of making such an estimation, and no European could of course.

2804. Is not it true that tea is the general beverage of all the population of China?—Certainly.

2805. Did you happen to hear whether the British manufactures found their way into the interior of China, or whether they were confined to the districts adjacent to Canton?—They find their way into the interior, so far as the carriage of them will allow without rendering them too dear. They are very desirous of obtaining them, I understand, in all parts of China, particularly in many northern districts, where they require the woollens for warm clothing.

2806. When the importation of British goods has been much increased, has there been any difficulty in disposing of those goods?—I have not been at Canton when such a difficulty has occurred; but no doubt it would occur, if there was a great influx of goods beyond what was required.

2807. You say that tea rejected by the Company has been offered to you; have you ever purchased any of their rejected teas?—Yes, I think I have. It has been so far rejected by them, that it has been offered to them, but perhaps not examined, not being required.

2808. Was the price asked of you the same that had been asked of the East-India Company?—I understood that I was asked less. I always understood from the Hong merchants that they expect to get a better price for their tea of the same quality from the Company than from any private merchant.

2809. You stated that a private merchant could buy tea cheaper and better than the Company's servants buy it; what reason do you assign for that?—It would be difficult to assign any reason; I can only state the fact as I have understood it.

2810. Are you aware that a proportion of the price of the tea is paid by the Company in articles of British manufacture, and that other traders pay ready money for it?—No; other merchants sometimes exchange articles of merchandize for their tea, as well as the Company.

2811. Does not the difference in price depend, in some measure, upon the thing given in exchange?—It depends so far as this, that if you pay entirely for it in money, you will get it cheaper and better.

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2812. You stated that you had seen numbers of junks arrive at Singapore, bringing tea and other goods from China; do you consider those junks to be seaworthy?—Perfectly so.

2813. Have you ever heard of any great losses among those ships?—They are sometimes lost in the typhoons in the Chinese seas, in which any ship may be lost. I should think them more liable to be lost than an European-built ship: they are of very rude and primitive construction.

2814. Do you consider them equally safe and commodious for carrying tea as other ships?—Taking the seasons as they do, and sailing only in the proper monsoons, I see no danger in their vessels; but, as general sea-boats, they are not to be compared to European ships.

2815. You stated, that if you had dollars you could make a better bargain for the teas, than if you had goods; from that, it is presumed, there is not a very ready sale for goods?—I never found any difficulty in disposing of goods, but at the same time I found much greater advantage in having dollars. I think that would be found in any other country. The merchant can do as he pleases with the money, but he can only do one thing with the article of commerce.

2816. If the goods are desirable in the market, must they not be as valuable as money?—I cannot decide the point. I can only say, that it appears not to be the case with the Chinese. If he have the money he can buy goods or not, as he pleases, but if he have the goods he can only do one thing with them.

2817. You say that you have sold in China British cotton manufactures which you have bought in India, is that trade carried on to any great extent?—No; it would sometimes be a losing trade. It has been done when cotton goods were selling at no great profit in India.

2818. Have you known it frequently done?—No; because generally goods in India sell to great advantage. They could not generally be carried to China unless they went there direct.

2819. Do you think that if there were an open trade the Chinese would consume British cotton manufactures to any great extent?—The Chinese admitting them only at one port, of course the consumption could not be extended so far as if they were admitted to other ports, but as far as they could be carried with advantage, the Chinese would be glad to buy them and use them.

2820. Could not cotton goods be smuggled with advantage to other ports?—There was a difficulty in smuggling at other ports when I was in China, but some ships with opium succeeded to a certain extent. Since I left that country, I understand that they have smuggled to a larger amount, and I suppose other goods as well as opium.

2821. Do you think that the smuggling could be carried on

with the same ease at those other ports as at Canton?—I should think not, because at Canton it is systematized.

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2822. Did you carry a cargo of glass bottles to Bombay?—I did.

2823. Was it a new object of commerce upon that occasion?—Not entirely new; but it was so far new, that it was with great difficulty I persuaded the agent at Calcutta to put them into the ship.

2824. What was the result of it?—It was very profitable.

2825. Did you find any difficulty in selling them?—No; I wrote to the merchants at Bombay, and they had sold them before I arrived.

2826. What induced you to try the experiment?—Because I had information from Bombay that bottles were very scarce there, and they were extremely cheap at Calcutta.

2827. Do you conceive that other articles of British produce might, in the same way, be exported beneficially to the China market, by watching the wants of the Chinese and the prices?—If a free intercourse was allowed with China direct from England, I suppose there would be always a sufficient supply of goods in the former country not to require any from India, and therefore the advantage which has existed heretofore of taking goods to China from India, when they were cheaper there, would cease.

2828. You stated that at the time of the men being killed by the *Topaze* frigate the Company's trade was stopped for a certain time; and you also stated that, in the event of such an occurrence happening with a country ship, the trade would only be stopped so far as that ship was concerned?—Unless a man was killed, then I think the whole trade would be stopped.

2829. Do the vessels which take out cotton and other articles from India to China return with full cargoes from China to India?—Always, I believe. There may happen instances when they do not, but I have always known them to go full: and no doubt a great trade might be carried on by British ships in the same way; they would do it much more economically than the country ships.

2830. When you made a voyage from India to Canton, did the license which you obtained give you the power of touching at any ports which are not intermediate between the port in India and Canton?—I suppose so.

2831. Should you have considered yourself as empowered by the license you obtained in India to bring tea from Canton in the country trade, and to have carried that tea to a port which was not intermediate between the two places, such as Mauritius, for example?—If it was out of the direct course I should not have gone there.

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2832. In case of the interruption of the trade, would it require a very large number of junks to bring tea enough to Singapore for the supply of Europe?—A much larger number than now come, and it could not be immediately done. The junks are large vessels, but as it now takes twenty to twenty-three Indiamen, of 1200 to 1300 tons each, to bring us tea every year, and as only six or seven junks visit Singapore yearly, their number must be much increased before they could bring sufficient tea in case the trade with China was interrupted. I do not, however, myself think any such interruption is to be apprehended, as I have always understood the Chinese government is as anxious to obtain the duties levied upon the tea there as ours is to obtain the duty upon it here.

2833. What number of junks have you ever seen at one time in the Canton river?—I think I have never seen more than two of the large size, but the smaller ones are innumerable.

2834. Do not you think that the number of junks that are constantly in the Canton river at all periods of the year would afford tonnage sufficient to supply Great Britain with tea for one whole season, at any time?—I have no doubt, if they were permitted to go, but I have some doubt whether they *would* be permitted to go with tea; their object would be suspected.

Mr. CHARLES EVERETT called in, and examined.

2835. You are a commission merchant?—I am an American commission merchant.

2836. You have been engaged for eleven years, since the year 1818, in purchasing goods for the China market, on account of American merchants?—I have.

2837. How have those goods been principally shipped to Canton?—They have been principally shipped by American vessels direct to China.

2838. Direct from London, or to the United States, and there re-shipped?—Principally direct. Some few have been sent to the United States.

2839. Have you not had in your hands a very considerable portion of the American trade in woollens to China from this country?—I have.

2840. Were you one of the first agents employed in England in this business?—I was.

2841. In what manner had the Americans formerly made their remittances to China?—Principally in specie and opium, from the United States and elsewhere.

2842. Have you with you a statement of your annual purchases of woollen and cotton goods?—I have an abstract,

marked (A), of all the shipments I have made from the year 1818 to January 1829, and a table marked (B).

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Mr. C. Everett.

[The witness delivered in the same, which are as follows:]

(A.)

ABSTRACT of SHIPMENTS, from 1818 to 1829.

	Packages.	Pieces.	Canton:	£.	s.	d.	£.	s.	d.	£.	s.	d.
Ophelia:												
July 1818	9	58 cloths		1,136	8	11						
Roxana:			Boston:									
Sept. 1818 ...	4	29 cloths		672	18	3				1,809	7	2
Augusta:			Gibraltar & Canton:									
July 1819.....	68	1,344 bombazetts		3,662	5	6						
	1	20 camlets.....		144	3	0						
	75	1,500 long ells ...		4,607	14	0						
	33	200 cloths		1,718	5	0	10,132	6	6			
Ophelia:			Canton:									
Dec. 1819 ...	8	80 camlets.....		585	3	9						
	264	1,824 cloths		15,170	4	8						
	10	200 long ells ...		561	0	0	16,316	8	5	26,448	14	11
Robt. Edwards:			Canton:									
March 1820...	286	2,867 camlets.....		20,571	0	5						
	50	1,000 bombazetts		1,641	15	8						
	141	2,820 long ells ...		7,865	8	2						
	150	786 cloths		6,518	19	7						
	2	100 cottons.....		191	5	2	36,788	9	0			
Canton Packet:			Gibraltar & Canton:									
May 1820.....	100	1,000 camlets.....		7,042	8	8						
	205	4,100 bombazetts		9,139	6	6						
	6	24 cloths		208	15	10						
	9	180 long ells ...		505	6	10						
	80	1,388 cottons.....		2,492	5	0	19,388	2	10			
Houqua:			Canton:									
July 1820.....	180	3,600 bombazetts		8,333	2	8						
	84	839 camlets.....		5,486	14	10						
	54	1,080 long ells ...		3,074	18	2						
	117	702 cloths		5,330	18	4						
	20	2,000 cottons.....		1,378	13	9	23,604	7	9			

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Augusta :	Packages.	Pieces.	Canton :	£.	s.	d.	£	s.	d.	£.	s.
Nov. 1820 ...	20	670	cottons	1,766	6	5					
	554	4,540	camlets.....	30,277	9	2					
	130	2,700	bombazetts	5,927	10	7					
	330	1,982	cloths	17,169	13	6					
	74	1,480	long ells ...	4,159	17	8					
	20		sundries ...	557	7	5					
							59,858	4	9		
Cordelia .			Canton :							139,639	4
Jan. 1821.....	305	7,235	cottons	8,156	7	8					
	23	238	camlets.....	868	7	5					
							9,024	15	1		
Nautilus :			Canton :								
April 1821 ...	113	1,125	camlets.....	7,817	12	2					
	130	2,600	bombazetts	7,084	17	1					
	177	3,540	long ells ...	9,394	17	6					
	552	3,570	cloths	33,927	16	4					
	227	6,800	cottons	7,967	2	1					
	32		sundries ...	1,741	6	2					
							6,793	11	4		
Ophelia :			Canton :								
Aug. 1821 ...	169	5,836	cottons	8,836	19	7					
	20	400	bombazetts	1,090	18	5					
	5	100	long ells ...	321	14	2					
	150	1,500	camlets.....	9,959	17	6					
	50		sundries ...	3,023	0	0					
							23,232	9	8		
Clarissa .			Batavia :							190,190	16
March 1822...	172	8,590	cottons	8,154	17	1					
	26	240	cloths	1,770	9	6					
	20	400	long ells ...	957	1	6					
	32		sundries ...	2,469	9	4					
							13,351	17	5		
Canton Packet :			Canton :								
Sept. 1822 ...	230	2,300	camlets				15,116	5	0		
										28,468	2 5
Levant :											
March 1823...	50	500	camlets.....	2,972	12	8					
	240	4,800	long ells ...	8,209	3	3					
	48	2,730	cottons	5,705	3	0					
	76	586	cloths	5,459	6	10					
	40		sundries ...	2,089	19	2					
							24,436	4	11		
Augusta :			Canton :								
May 1823 ...	291	5,820	long ells ...	12,413	7	0					
	207	1,770	cloths	9,352	12	6					
	89	5,284	cottons	7,485	16	8					
		100	tons iron ...	1,181	14	4					
	138		sundries ...	5,637	15	2					
							36,071				

(Continued)

SELECT COMMITTEE OF THE HOUSE OF COMMONS. 295

London Packet:	Packages.	Pieces.	Boston :	£.	s.	d.	£.	s.	d.	£.	s.	d.
July 1823 ...	50	1,000 long ells ...	2,244	9	5							
	10	100 camlets	561	11	4							
	28	sundries ...	1,612	4	10							
Via Liverpool ...	40	400 camlets.....	2,122	5	2							
						6,540	10	9				
										67,048	1	4
Duxbury :		Boston :										
Feb. 1824 ...	25	1,148 camlets				1,329	17	10				
Houqua :												
Aug. 1824 ...	392	23,250 cottons	21,499	13	0							
	186	3,660 long ells ...	7,440	9	0							
	40	400 camlets	2,430	11	8							
	391	2,640 cloths	20,521	0	11							
	41	sundries ...	1,212	10	6							
						53,104	5	1				
Nautilus :		Canton :										
Dec. 1824 ...	150	1,500 camlets.....	8,726	3	0							
	404	2,840 cloths	23,149	2	1							
	110	2,200 long ells ...	4,224	4	4							
	559	28,662 cottons	28,085	18	8							
	177	sundries ...	7,061	12	9							
						71,247	0	10				
										125,681	3	9
London Packet :		Boston :										
Feb. 1825 ...	10	900 cottons.....				443	0	0				
Via Liverpool :		Boston :										
April 1825 ...	81	6,583 cottons.....				5,918	2	2				
Ocean :		Boston :										
May 1825 ...	25	500 long ells				1,047	11	0				
										7,408	13	2
Houqua :		Manilla :										
Feb. 1826 ...	379	28,087 cottons	22,525	19	2							
	20	220 cloths	2,059	17	2							
	5	100 long ells ...	206	0	0							
	5	50 camlets.....	350	0	0							
	2	50 bombazetts	145	9	2							
	17	sundries ...	1,826	17	10							
						27,114	3	4				
Nautilus :		Canton :										
March 1826...	206	2,060 camlets.....	13,105	17	0							
	363	2,208 cloths	29,020	2	6							
	448	20,890 cottons	23,192	1	4							
	90	1,800 bombazetts	5,120	6	6							
	73	sundries ...	6,927	4	2							
						77,365	11	6				

About £80,000 value of the cargoes of the Nautilus and Houqua were purchased in 1825, and the shipment delayed until 1826.

(Continued)

	Packages.	Pieces.	Canton :	£.	s.	d.	£.	s.	d.	£.	s.	d.
Milo :												
July 1826 ...	483	3,020 cloths	20,699	2	2							
	100	2,000 long ells ...	3,941	10	6							
	40	4,000 cottons	1,290	4	9							
							25,930	17	5			
Danube :			Canton :									
Aug. 1826 ...	558	3,588 cloths	23,881	8	6							
	20	200 camlets.....	1,200	0	0							
	289	12,528 cottons	9,543	13	1							
	25	sundries ...	3,209	14	3		37,835	0	10			
										168,245	13	1
Milo :			Canton :									
Aug. 1827 ...	204	11,258 cottons	11,990	8	1							
	50	500 camlets.....	4,333	12	2							
	84	508 cloths	3,219	16	11							
	13	sundries ...	1,441	18	4		20,985	15	6			
Houqua :			Canton :									
Sept. 1827 ...	399	32,690 cottons	17,629	8	1							
	70	700 camlets.....	3,802	19	10							
	16	sundries ...	3,278	12	8		24,711	0	7			
										45,696	16	1
Dorchester :			Boston :									
Feb. 1828 ...	7	sundries					2,025	8	0			
Augusta :			Canton :									
April 1828 ...	140	7,000 cottons	7,116	17	2							
	120	1,200 camlets.....	6,376	2	6							
	24	sundries ...	2,697	19	2		16,190	18	10			
Nautilus :			Canton :									
July 1828 ...	150	1,500 camlets.....	7,808	2	6							
	196	1,300 cloths	17,835	4	0							
	45	900 bombazetts	1,838	17	6							
	200	2,000 long ells ...	3,347	6	6							
	142	10,095 cottons	6,414	2	11							
	92	sundries ...	3,021	11	6		33,265	4	11			
										51,481	11	9
	14,392	Packages.								762,118	4	1

London, March 6th, 1830.

CHARLES EVERETT.

(B.)—TABLE showing the QUANTITIES of each Article and Amount Shipped.

Date.	CLOTHS.			CAMLETS.			LONG ELLS.			COTTONS.			SUNDRIES.			Total.
	Pieces.	Amount.	£. s. d.	Pieces.	Amount.	£. s. d.	Pieces.	Amount.	£. s. d.	Pieces.	Amount.	£. s. d.	Amount.	£. s. d.		
1818	87	1,809	7 2	—	—	—	—	—	—	—	—	—	—	—	1,809	7 2
1819	2,024	16,888	9 8	100	729	5 9	1,700	5,168	14 0	—	—	—	3,662	5 6	26,448	14 11
1820	3,494	29,228	7 3	9,246	63,377	13 1	5,560	15,605	10 10	4,158	5,828	10 4	25,599	2 10	139,639	4 4
1821	3,570	38,927	16 4	2,863	18,645	17 1	3,640	9,716	11 8	19,871	24,960	9 4	12,940	1 8	100,190	16 1
1822	240	1,770	9 6	2,300	15,116	5 0	400	957	1 6	8,590	8,154	17 1	2,469	9 4	28,468	2 5
1823	2,356	14,811	19 4	1,000	5,656	9 2	11,620	22,866	19 8	9,010	13,190	19 8	10,421	13 6	67,047	0 4
1824	5,480	43,670	3 0	3,048	12,486	12 8	5,860	11,664	13 4	51,942	49,585	11 8	8,274	3 3	125,681	3 9
1825	—	—	—	—	—	—	500	1,047	11 0	7,483	6,361	2 2	—	—	7,408	15 2
1826	9,036	75,660	10 4	2,310	14,655	17 0	2,100	4,147	10 6	65,500	56,552	3 4	17,229	11 11	168,245	13 1
1827	508	3,219	16 11	1,200	8,136	12 0	—	—	—	43,948	29,619	16 2	4,720	11 0	45,696	16 1
1828	1,300	10,835	4 0	2,700	14,184	5 0	2,000	3,347	6 6	17,095	13,531	0 1	9,583	16 2	51,481	11 9
	28,095	231,822	3 6	24,767	152,988	46 7	33,320	74,521	19 0	226,571	207,784	9 10	95,000	15 2	762,118	3 1

CHARLES EVERETT.

London, March 6, 1830.

9 Mar. 1830. These statements show the amount and dates of the shipments by each vessel, also the quantities and value of several leading articles; distinguishing the amount of cottons, woollens, and sundry other goods. I have purposely omitted giving information respecting any new articles prepared by me for the China market, as it might prove injurious to those concerned; and although I am not at present engaged in continuing the extensive trade I have been instrumental in opening for the manufactures of this country, I wish to avoid doing any thing against the interest of my late employers.

2843. What was the greatest year?—The greatest year was 1826: but I would remark that of the amount that year, part of the goods were purchased, and they were intended for shipment in 1825, but were detained here in consequence of a failure; the amount was £168,245.

2844. What was the amount in the year 1825?—£7,408. I should say that about £80,000 of the goods exported in 1826 fairly belonging to 1825.

2845. Will you state the amount of each year?—

	£.	s.	d.
In 1818.....	1,809	7	2
1819	26,448	14	11
1820.....	13,963	4	4
1821.....	100,190	16	1
1822... ..	28,468	2	5
1823.....	67,048	1	4
1824.....	125,681	3	9
1825.....	7,408	13	2
1826.....	168,245	13	1
1827.....	45,696	16	1
1828.....	51,481	11	9
	£762,118	4	1

2846. What is the aggregate amount of the eleven years?—£762,118. 4s. 1d.

2847. Can you state the aggregate amount of each description of goods?—By referring to Statement (B) you will find that of woollen cloths the quantity was £231,822. 3s. 6d.; of camlets, £152,988. 16s. 7d.

2848. Is the camlet all woollen?—Yes, the camlets are all woollen. Of long ells, which are also woollens, £74,521. 19s.; of cottons £207,784. 9s. 10d.; and of sundry other articles, £95,000. 15s. 2d.

2849. Have you also a statement of the number of pieces of goods of different descriptions, and the progressive diminution in past years?—Statement (B) shows the number of pieces of the different descriptions. I have also a paper, marked (C), which shows the value of several articles at different periods, from 1820 to 1830, when compared with 1820.

[The witness delivered in the same, which is as follows:]

(C.)—A STATEMENT showing the Value of *Long Cloths, Camlets, and Broad Cloths*, at different Periods, compared with 1820.

9 Mar. 1830.
Mr. C. Everett.

Cotton Long Cloths.

In 1821.....	were less per cent.	2½	to	5
1822.....	ditto ...	5	—	7½
1823.....	ditto ...	10	—	15
1824.....	ditto ...	20	—	25
1825.....	ditto ...	12½	—	15
1826.....	ditto ...	30	—	35
1827.....	ditto ...	35	—	40
1828.....	ditto ...	40	—	45
1829.....	ditto ...	45	—	50
1830.....	are ditto ...	47½	—	50

Camlets.

In 1821.....	were less per cent.			5
1822.....	ditto ...			10
1823.....	ditto ...	12½	to	15
1824.....	ditto ...	15	—	20
1825.....	ditto ...	10	—	12½
1826.....	ditto ...	17½	—	20
1827.....	ditto ...	25	—	30
1828.....	ditto ...	30	—	33
1829.....	ditto ...	37½	—	40
1830.....	are ditto ...	42	—	45

Broad Cloths, suitable for the China Trade.

In 1821.....	were less per cent.	5	to	7½
1822.....	ditto ...	7½	—	10
1823.....	ditto ...			10
1824.....	ditto ...	12½	—	15
1825.....	ditto ...	5	—	10
1826.....	ditto ..	35	—	40
1827.....	ditto ...	40	—	42
1828.....	ditto ...	42	—	45
1829.....	ditto ...	45	—	47
1830.....	are ditto ...	45	—	50

It appears from the above, that nearly double the quantity of goods may be bought at the present prices for the sum paid in 1820; therefore, to form a correct estimate of the trade with China, it will be requisite to compare with the quantities, and not the amount shipped.

Long ells are 55 per cent. lower than in 1820.

London, March 8th, 1830.

CHARLES EVERETT.

2850. Has there been a regular decrease in price from 1820 to the present time?—Excepting the year 1825, when there was a small advance.

2851. Therefore the increase in the *quantity* of goods exported would be much more than would appear upon the increase of the value?—My calculations are from 1820 to this date. £100 at the present time would buy twice as many goods as it would in 1820.

2852. Have you any doubt, from the experience you have had, that if the existing restrictions were removed, the trade to China in British manufactures might be materially increased?—I have no doubt the trade might be increased to a very con-

9 Mar. 1830. siderable extent by proper management, if the restrictions were removed.
 —
 Mr. C. Everett.

2853. Have you found the trade in British woollens with Canton a profitable trade?—I am not able to answer that question fully, as I have not known what the goods have actually brought; but I suppose, from general information, they have been profitable, as the shipments being continued is the strongest proof, that can be offered.

2854. Do you consider that the American trade in woollens has been generally profitable?—I do.

2855. To what do you attribute that, when the Committee hear from the East-India Company that their trade in woollens has been a losing trade?—I cannot account for the East-India Company's losing money on woollens.

2856. Are the woollens which have been generally sent out by the American traders of a different description, or of a superior quality, to those sent out by the East-India Company?—I can only answer for what I purchased myself; some of the articles have been superior to the East-India Company's.

2857. Have you ever bought any of the rejected cloths of the East-India Company?—Not for many years, excepting a few pieces; I speak of cloths only.

2858. Have you any reason to suppose, from what you have heard from your American correspondents, that they experience any difficulty in carrying on the trade at Canton?—I do not understand that there is any difficulty in carrying it on.

2859. And that so long as you were connected with it, they made it, upon the whole, a generally profitable trade?—I believe so.

2860. Has that trade fallen off lately?—The trade in manufactured goods has been continued lately by the house of Baring and Company.

2861. Has the trade decreased or not lately?—I believe that it has increased the last year.

2862. Can you state as to the two preceding years?—I should think it had increased, as considerable quantities have gone from Liverpool, shipped on account of another party, since 1821, by William and James Brown and Company.

2863. Is it within your knowledge that the trade has increased?—I refer you to my statements, (A) and (B), respecting the shipment of woollens and cottons.

2864. Have you a statement of the export of foreign woollens, cottons, and metals from the United States to China?—Yes, I have; it is drawn up from an official document, printed by order of Congress, for the years 1827 and 1828, ending the 30th of September in each year.

(The witness delivered in the same, which was read as follows :)

AN ACCOUNT of the Value of Foreign and Domestic Woollens, Cottons, 9 Mar. 1830. and Metals, exported from the different Ports of the United States of America, in the years ending the 30th of September 1827, and 30th of September 1828; extracted from a General Statement respecting the Import and Export of Goods, Wares, and Merchandize, printed by order of Congress, 10th February 1829. *Mr. C. Everett.*

	1827.		1828.	
	Foreign.	American.	Foreign.	American.
Woollens	19,264	—	7,210	—
Cottons, white and coloured...	76,274	9,388	304,789	14,981
Cotton twist	—	—	3,574	—
Iron in pigs, bars, and bolts ...	3,398	4,250	14,885	—
Copper in pigs and sheets	4,114	—	11,819	—
Tin plates	3,570	—	2,056	—
Lead	178,131	—	69,051	—
Value in dollars.....	284,751	13,638	313,384	14,981

2865. Has any cotton-twist been sent from this country through you?—A small quantity some years ago.

2866. Has any been sent lately?—I believe it has been shipped lately, but not by me.

2867. Have you acted for houses in this country?—I have acted under the direction of houses in this country, but for account of American houses.

2868. Have you been employed by the house of Baring and Company?—I was employed by Bates and Baring, now belonging to the house of Baring and Company.

2869. Do you know whether other persons besides yourself have been employed as agents for purchases of this description?—I understand that Barings themselves have been purchasing goods for four vessels; three of them have gone in 1829. I can state the names of the vessels; the Milo, from London; the New England, from Liverpool; and the Margaret Forbes, from London. There is another cargo in the London Docks.

2870. Were you employed in selecting any part of those cargoes?—No.

2871. Were you employed in 1829 by any other persons in the selection of cargoes for China?—No, excepting a small amount, which I suppose went by the New England.

2872. Do you conceive the variation in the amount of exports in different years that you have stated, to have arisen from the variation in the amount of the trade itself, or merely from a varia-

9 Mar. 1830. tion in your agency for that trade?—I purchased during the years mentioned the whole of the goods that the parties had from England, excepting about £8,000 of woollens, and £2,000 of cottons.

Mr. C. Everett.

2873. You do not think they have bought any thing through any other channel?—Not any thing, except about £8,000 of woollens and £2,000 of cottons.

2874. Have not there been other houses shipping for American account to China, besides those who had employed you in the selection of their goods?—I have informed you that some goods went through Messrs. Brown's of Liverpool, for another party; that house and my employers are the two principal parties concerned in the trade from this country to China. I know of no others of much importance.

2875. You have stated, that you have upon some occasions bought goods refused by the Company; were those refused by the Company on account of the quality, or that they did not want any more of that description of goods?—I have bought very few rejected goods, except the article of long ells: those were rejected for being a little light in weight, or any other point which does not *exactly* come up to the Company's standard. If a long ell is *too fine*, it would not weigh enough, and of course would be rejected, so that we may select the best goods from the rejected ones.

2876. Do you consider that the long ell is the worse for the China market for being too fine?—No, I consider it much better.

2877. Do you consider yourself able to make a better selection of goods for the China market than the East-India Company?—That would be too much for me to presume.

2878. Do you know how the Company purchase their goods?—They generally purchase by contract, which is not an advantageous way of purchasing.

2879. In the course of making your purchases, have you found the Company in your way in the same description of goods that you were looking for?—No. I have known that when the Company offer a contract, say for camlets, or any particular description of goods, there has been a meeting of the manufacturers, and they have fixed the price at which they should tender at, and I have met with the same difficulty myself in making purchases. When *it was known* that I wanted a large quantity, I found that the manufacturers sometimes combined to hand me a price; and I have had considerable difficulty in counteracting the effects of combinations, not only in purchasing the article itself, but in every part of the finishing.

2880. Is not that the effect of any large purchaser going into the market at any time?—It would be the effect if known. The Company give *public tenders*; but if I go into the market, I can take care the quantity that I wish to purchase is not known.

2881. Are you not of opinion that, practically considering the mode in which the Company make their purchases, you make your purchases upon more favourable terms?—I have good reasons to suppose that my goods were purchased cheaper than the Company's.

9 Mar. 1830.
—
Mr. C. Everett.

2882. Are the Americans desirous of purchasing finer goods than what are purchased by the East-India Company?—When I had the management of it, my object was to get better goods than the Company's, and in most articles I have succeeded.

2883. You think, upon a general average, your goods are of at least as good quality as those of the India Company?—Yes they have been proved so.

2884. In their respective kinds?—Yes. I must except one article; I should think the Company's long ells were superior to those I shipped.

2885. Is the Company's mark ever used in any way by the Americans?—The Company's mark I never use on the outside packages. We have copied the manner of packing and the making-up of the goods, and the number of pieces in the package, but there is never any mark on the bales, at least not of late years, which would appear like the Company's.

2886. Are the Committee to understand that the quantity of goods exported from America to Canton are altogether goods exported from this country on American account?—It is possible that some of the articles included in those may have been shipped from this country on English account.

2887. You have stated that the Company's long ells are better than the long ells you have purchased; could not you get as good long ells?—I consider that they have had them dyed and finished rather superior than what I have done. I could certainly procure the same, or even better quality than the Company's, if it were required.

2888. Do you think that an advantage on the part of the Company?—The quantity of long ells we have shipped is very small in comparison with theirs.

2889. When did the Americans begin to export British manufactures to Canton?—In 1818 I commenced the business.

2890. Can you state any reason why they did not do so before?—It was because the prices were too high to execute the orders that were sent for them; there was a small quantity of goods purchased in England and afterwards returned to the United States from China as unsaleable, in consequence of the quality not being suitable for the market.

2891. In what years have you known the woollens returned from China?—Between 1816 and 1817.

2892. Are you aware of what the mark on the Company's cloths is?—Yes; I do not know exactly what they put on the bales; a divided heart, I believe, and some letters.

9 Mar. 1830. 2893. Did you in the goods you have shipped put on a mark resembling it?—I may have done so many years back.
 —————
 Mr. C. Everett.

2894. Since 1818 have you done it?—It is barely possible; the few first shipments I recollect were marked with a mark somewhat similar to the Company's.

2895. Have you done so in the later shipments?—No.

2896. How long have you discontinued it?—I can hardly recollect. I am speaking of the outside packages; in the inside packages we have in some degree imitated the Company, but it is not the same.

2897. Did you try to assimilate your mark to that of the Company's for the purpose of making it appear that they were Company's goods?—It was necessary to have them marked in that way, that they might be known as that description of goods, to give them a greater currency.

2898. Why did you discontinue the practice?—By the orders of my employers.

2899. Do you know whether the goods are marked in the same manner that are sent from America?—I do not know.

2900. Were they supposed to fetch a higher price in China in consequence of that mark?—I do not know what the reason was for putting it on.

2901. But you had been desired to make it similar?—I acted according to directions.

2902. Were not you desired to make those marks as near as possible to the Company's mark?—In respect to the manner of packing and marks on the goods, I was. The cloths bought by me are very different from the Company's, they measure two to five yards longer. I have not for five or six years marked a package any way like the East-India Company's.

2903. Before that, was it not the practice to do so?—In the first few shipments it was customary to do so, but I have not done it for many years.

~~2904.~~ Did you ever do that for Barings and Company?—No; I should have said it was Bates and Baring that I did business for.

2905. You have stated that you thought the cloths you bought were better than those of the East-India Company; if that be so, what interest could you have in packing them in the same manner as those of the East-India Company?—Because the Chinese have been accustomed to see them in that manner.

2906. If your cloths were of a superior quality, would not that have been better shown by not imitating the East-India Company?—I always thought so myself, but my correspondents thought otherwise.

2907. You stated that in the course of eleven years you have exported manufactured goods for American houses to the

amount of £762,118; do you know whether to those American houses it was a losing or an advantageous trade?—I have no doubt it was an advantageous trade.

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Mr. C. Everett.

2908. Were there many of those houses interrupted in the course of their affairs afterwards?—The principal part of those purchases were for one house, who are now very rich.

2909. What is their name?—Perkins and Company, residing at Boston; one of the partners is here now.

2910. Which?—Mr. Cushing.

2911. Are not they supposed to have made their fortune in the China trade?—There is no doubt of it.

2912. Have you any means of knowing who they traded with in China, whether the outside merchants or the Hong merchants?—Principally, I believe, with Howqua and Manhop.

2913. What is the general agency charge in this business?—I have received one and a quarter per cent. commission on the purchase.

2914. Is that all you receive?—Yes.

2915. Do you know whether the house of Perkins is looking with anxiety to the decision of the question, whether it shall still be a monopoly trade or an open one?—I understand that they are about giving it up.

2916. Why?—I cannot answer for that reason; that is what they tell me.

2917. Do not Perkins and Company still continue traders?—Yes.

2918. But this particular branch of trade, you understand, they are intending to give up?—That is what I have heard.

2919. Do you know that Mr. Cushing has made a large fortune and has retired from business?—Mr. Cushing is worth perhaps £500,000, and is retiring from business; he has been the acting partner in China for about twenty-five years.

2920. Have you opened any correspondence with any new American house in consequence of Perkins's house intending to give up the trade?—No.

2921. Have not you heard that the house of Perkins and Company owe their chief fortune to the opium trade?—To the China trade; the opium trade is, of course, included in it.

2922. From your knowledge of the trade, as far as you have been employed as a commission agent, are you of opinion, that if we had as free an intercourse with China as the Americans have, the trade between England and China would be the principal trade carried on with China?—I have no doubt it would be very beneficial to England to have a free trade; but whether it would be the principal trade with China, I cannot tell.

2923. Do you think any other country would be a rival with this country in the export of manufactured goods to China?—

9 Mar. 1830. No, decidedly not at present. But the Germans are improving in their manufactures, and may soon rival yours in woollens, unless your ports are opened for the produce of the Continent, so as to equalize the price of provisions. And if you would admit American flour, &c. it would greatly increase the export of goods to the United States as well as to China, and by advancing the prices of their broad stuffs, complete the overthrow of their cotton and woollen factory.

—
Mr. C. Everett.

2924. Is there any nation now that rivals the British in the China trade?—Not that I am aware of, excepting the Americans.

2925. Do they rival the English trade now?—Certainly they do.

2926. To any great extent?—There is no doubt they are carrying on a very large trade with China.

2927. Is any other trade with China equal to the English trade?—Not in manufactured goods, certainly.

Mr. ABRAHAM DIXON called in and examined.

Mr. A. Dixon. 2928. You are a foreign commission agent residing at Leeds?
—Yes.

2929. In what other lines of business have you been employed?—I have resided in Leeds about two years; seven years previous I resided in Huddersfield, in the same line of business.

2930. Did you ever carry on business as a Blackwell-hall factor and merchant?—From the year 1795 to the year 1822 I resided in London, and during the whole of that time was engaged in the business of a Blackwell-hall factor and merchant.

2931. What is a Blackwell-hall factor?—An agent for the sale of cloth manufactured in the West of England.

2932. During any portion of that time were you interested in a concern in Yorkshire, for the manufacture and dyeing of coarse cloth for the use of the army and the East-India Company?—I was.

2933. Have you had any dealings with the East-India Company in cloths?—From the year 1795 to 1807 I was clerk with a Blackwell-hall factor, who also was connected in the same trade; and from 1807 to 1822 I carried on business myself, in conjunction with other parties, as a Blackwell-hall factor and merchant, and also up to the end of 1825.

2934. With what articles of woollen have you been in the habit of supplying the East-India Company?—All the different kinds of cloths: they buy superfine or Spanish stripes, white and stripe list cloths, medley cloths, and kerseymeres.

2935. Do you consider that there are any other descriptions of cloths, besides those exported by the East-India Company, which are suited to the China market?—Formerly, to my knowledge, a fine and stouter description of cloths was sent by

the Russians to China, which I occasionally supplied to merchants in St. Petersburg and Moscow; also a coarser and finer description of cloth than what the East-India Company generally send out to China, is sent out by the Americans. .

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2936. Do you believe, from any circumstances within your knowledge, that the very coarsest descriptions of cloths might be exported to China with advantage?—I believe, from the information I have had from Americans and others, and also from the evidence that was given before the House of Commons by Mr. Grant, and also by Mr. Roberts, in 1821, that the very coarsest description of cloth that is manufactured in this country, which can be dyed the colour that is required in China, would be saleable to a greater extent than any other description of woollen in that country; for both those gentlemen stated, that the bulk of the Chinese have it not in their power to purchase the cloth which the Company send out, and for that reason I should suppose the coarsest cloth would be the most suitable. . . .

2937. Do you know any thing of the nature and extent of the trade in woollens carried on by Americans between this country and China?—Yes, I do.

2938. What are the descriptions of woollens chiefly sent out by the Americans?—The same sort sent out by the East-India Company; also a fine and stouter cloth, and also a coarser and a lower priced cloth.

2939. In the finer descriptions of cloths, do you conceive that the article sent out by the American merchants is equal to that sent by the East-India Company?—They send a considerable quantity of better quality than the East-India Company send out.

2940. Is that which they send of the same description of an equal quality with what the Company send?—Yes, indeed, exactly the same. . . .

2941. Do they obtain it as cheap?—I believe they do; and I may say perhaps more correctly, that they obtain it cheaper.

2942. Do you consider that they have any greater facilities, and what are those facilities?—The principal advantage that the Americans have over the East-India Company is, in having the cloths from Leeds, where they are dyed a great deal cheaper than in London.

2943. Have they also any advantages resulting from late improvements in the manufacture, which the East-India Company, by their mode of proceeding, are debarred from possessing?—Very considerable improvements have been made in the manufacture of fine cloth at Leeds of late years, all of which the Americans have the advantage of, whilst the East-India Company are debarred from it, from the nature of their contracts and the mode in which they purchase their cloth. . . .

9 Mar. 1830. 2944. Will you state in what mode the East-India Company make their purchases of cloths?—Always by tender and contract.
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2945. Do you consider that to be an advantageous mode of dealing?—No, I do not. In consequence of the objectionable clauses which are in those contracts, the parties tendering for the cloth, in order to save themselves, must make an addition to the price, in order to cover the rejections which they are subject to, and other inconveniences and expenses which they are at.

2946. Is the decision of the overlooker of the Company upon the goods which are sent up final, or is there any appeal from it?—There is no appeal whatever from it.

2947. Where is the objection made when the goods are sent to London?—In London, by the overlookers employed by the East-India Company.

2948. Then the goods are sent up, and if they are not strictly in accordance with the terms of the contract, they are rejected in London?—They are.

2949. The manufacturer then incurs the expense of their transfer to London?—Yes.

2950. Is there any difficulty in obtaining a sale for rejected cloths?—Sometimes there is a difficulty, at other times not; it depends upon the nature of the demand. Formerly the rejections of the East-India Company were sold to the Mogadore jews, and nearly altogether used for that trade; but lately a considerable quantity has been sold to private traders trading to India and to China.

2951. Is there also an inconvenience arising from the mode of conducting business by the East-India Company, from their goods being transmitted through agents in London, and an additional expense incurred by the commission paid to them?—Certainly, that adds to the expense of the goods. During the time I was engaged in business in London, the charge for such business was three per cent., which was charged to the manufacturers for delivering the goods and attending to the necessary business.

2952. Were there any other fees to be paid?—There were fees also paid at the India House.

2953. Can you state the amount of those?—The proportion of the fees is different; sometimes they were 6*d.* per cloth, but sometimes the fees are 1*s.* and even 2*s.* per piece.

2954. In the rejection of their cloths you stated that the overlooker's decision was final; is that decision often made on trifling grounds?—I have understood that the overlookers have strict orders to attend to the contract, which states, in speak-

ing of the fine cloths, that each cloth must weigh thirty-two pounds, and that if it is under that weight he has a power of rejecting it. 9 Mar. 1830.
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2955. Then, though the rejection must be according to the strict letter of the contract, it still may be on very vexatious grounds to the manufacturer?—Certainly.

2956. Is it the case to such a degree, that manufacturers generally exhibit a decided preference for dealing with any other customer rather than the East-India Company?—It is. A great many of the most extensive manufacturers in Yorkshire will not enter into contracts with the East-India Company, nor supply them with cloth under those contracts.

2957. Supposing the cloth should be short of weight, would that be a ground for rejection?—Certainly.

2958. Would you consider that to be any deterioration to the quality of the cloth?—In making a large quantity of cloths, it is impossible to have them all exactly the same weight; some will be a little over and some will be a little under.

2959. Supposing a private merchant to take a quantity by contract, what would be his practice supposing he found a proportion under weight?—He would take it.

2960. Would he take it without any reduction of price?—If the difference was not much, he would take it without any alteration of price, because if some are a little thinner, others would be a little stouter.

2961. You consider this, then, to be a vexatious ground of rejection on the part of the Company?—Certainly.

2962. Yet to this sort of rejection their overlookers are tied down by their rules, and they can exercise no discretion?—I believe not.

2963. Are the cloths delivered to the Company dyed or undyed?—They are delivered both in a dyed and in a white state. The West Country cloths are generally delivered white, and the Yorkshire generally died.

2964. Are they compelled to be dyed in London?—Those which they receive in a white state are all dyed in London, the others are dyed and finished in Yorkshire.

2965. Is the operation of dyeing more expensive in London than it is in the country?—Much more so.

2966. In what degree?—I have a list of the dyeing prices in Yorkshire for the principal colours which the East-India Company purchase, and also of the London prices. The London price for dyeing Spanish striped cloths purple is 2s. 4d. per yard, and in Yorkshire 1s. 6d.

2967. Are those the prices of the present day?—Yes, at least

9 Mar. 1830. the last prices which the East-India Company paid, as I am informed, for dyeing cloth. The price of black is in London 7*d.*, and in Yorkshire 4*d.*; for scarlet, London, 2*s.* 1*d.*, Yorkshire 1*s.* 5*d.*; for mazarine blue, London, 1*s.* 6*d.*, and Yorkshire, 8*d.* I have prepared a detailed statement of the prices of dyeing Spanish striped cloths, with the proportions generally required of each colour, in a quantity of 6,000 pieces, by the East-India Company.

[*The witness delivered in the same, which is as follows :*]

PRICES for DYEING Spanish Stripe Cloths; with the Proportions generally required of each Colour, in a quantity of 6,000 pieces, by the East-India Company.

Pieces.	London Prices.		Yorkshire Prices.
	Per Piece of 34 Yards.	Per Yard.	Per Yard.
1,800 Purple	79 <i>s.</i>	2 <i>s.</i> 4 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>
1,560 Black	19 <i>s.</i>	7 <i>d.</i>	4 <i>d.</i>
840 Scarlet (Lac) ...	71 <i>s.</i> 6 <i>d.</i>	2 <i>s.</i> 1 <i>d.</i>	1 <i>s.</i> 5 <i>d.</i>
720 Mazarine Blue...	51 <i>s.</i> 6 <i>d.</i>	1 <i>s.</i> 6 <i>d.</i>	8 <i>d.</i>
480* Dark Brown ...	29 <i>s.</i>	10 <i>d.</i>	9 <i>d.</i>
420 Light Blue	29 <i>s.</i>	10 <i>d.</i>	8 <i>d.</i>
60* Ash colour	19 <i>s.</i>	7 <i>d.</i>	4 <i>d.</i>
60 Saxon Green ...	—	—	6 <i>d.</i>
60* Deep Yellow ...	—	—	5 <i>d.</i>
6,000			
Popinjay			5 <i>d.</i>
* Tea colour			5 <i>d.</i>
Orange			6 <i>d.</i>
* Red			8 <i>d.</i>
Emerald Green			8 <i>d.</i>
* Light Brown			9 <i>d.</i>
Pink	according to the shade of colour		10 <i>d.</i> to 1 <i>s.</i>
Rose	ditto		do.
Aurora	ditto		1 <i>s.</i> to 1 <i>s.</i> 2 <i>d.</i>
Crimson Lac	ditto		1 <i>s.</i> 6 <i>d.</i> to 1 <i>s.</i> 9 <i>d.</i>
* — Cochineal	ditto		2 <i>s.</i> to 2 <i>s.</i> 9 <i>d.</i>
* Scarlet	ditto		do.
Maroon			—

* With the exception of these colours, the others are partly and some altogether dyed with materials the produce of India.

The London prices left blank I have not been able to procure; they can be furnished by the East-India Company.

2968. Are those the colours that are principally required for the China market?—Yes.

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2969. Are those cloths that are dyed in the piece, or are any of them dyed in the wool?—They are all dyed in the piece.

•2970. Are any considerable portion of the dyes used the products of India?—In the list of colours, I observe there are about twenty-two which the East-India Company are in the habit of exporting; and out of these about fourteen are partly, and some wholly, dyed with materials the products of India.

2971. Is a large quantity of Indian Indigo used?—A considerable quantity.

• 2972. Are you acquainted with the circumstances of the introduction, and the progress which has been made in the improvement of the lac dye?—I am, from information I have had from the dyers and others. I think the introduction of the lac into this country took place about the year 1812. For some time there was a great difficulty in producing a good colour from it; but after repeated experiments, a colour was produced equal, or nearly so, to cochineal in point of brilliancy, and in point of durability much superior for military purposes. It was found that the droppings of water from iron did not affect lac scarlet, whilst it discoloured the cloth dyed from cochineal; and gunpowder has a much worse effect upon cochineal scarlet, whilst it has none whatever upon those dyed from lac; and in consequence, I believe, it is generally preferred for military purposes.

• 2973. Has this article fallen in price, in proportion as it has been introduced into the country?—It is difficult to state the fall that has taken place in price, though it has been very considerable, but the article has been very much improved; indeed, a much superior quality is now brought from India than what came at first.

• 2974. Has cochineal dye fallen in price also?—Very much.

2975. Has the East-India Company ever imported any of this lac?—Very little.

• 2976. Do they import any now?—I believe not for many years.

• 2977. Is there any considerable quantity of it exported from this country?—I understand that about 60,000 pounds weight of it is exported annually to Flanders and to Germany. A few years ago I was in a dyehouse at Delph in Holland, where they were preparing cloths for India, and the scarlets were dyed with lac.

• 2978. Do you know how much is imported into England?—About 7,000 or 8,000 pounds annually, in value about £100,000 sterling.

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2979. Is lac the produce of India?—It is.

2980. And brought by the private trader?—It is.

2981. Can you state when the exportation of British woollens in American bottoms to China first commenced?—In the year 1817, to the best of my recollection.

2982. Can you state what the progress has been of that trade?—In the year 1818 and 1819 there was imported into Canton 4,957 pieces of woollens, and in the year 1826 and 1827, which is the latest account I have seen, 27,176 pieces, showing an increase of 22,319 pieces in that period.

2983. What is your authority for that statement?—I obtained this from some parliamentary documents in my possession.

2984. Are you aware that in the evidence before the Committee of the House of Lords in 1821, it was stated that British goods were imported into the China market in so trifling a degree by the Americans as to be no object of contest?—I recollect it perfectly well.

2985. Are you also aware that, within a month after that time, the same gentleman who made that statement produced a commercial letter from the supercargoes in China, containing this passage: “The very alarming inroad that is now commenced by American speculation into a trade hitherto confined to the Honourable Company, will, it is probable, soon place all certain calculation in its economy at defiance?”—I recollect it perfectly well; it interested me so much that I took a copy of it, which I have.

2986. Are you aware that in the same letter there is contained this passage, “The greatest evil, however, which we are led to anticipate from this encroachment is, the death-blow which it inflicts upon the monopoly hitherto enjoyed by the Honourable Company?”—That I recollect also.

2987. By whom was the letter received?—By the East-India Company, and it was produced by Mr. Grant.

2988. Are you aware that at that time the trade, upon which this alarming inroad was said to be made, was represented by the East-India Company to be a losing trade?—Yes, I am.

2989. Have you any means of knowing whether the exportation of British woollens by the Americans has decreased or increased latterly?—I have no means of knowing positively; but from my communications with American merchants and the manufacturers in Yorkshire, I am inclined to believe that it is on the increase. There is at this time, I believe, one of the largest orders that was ever given out at one time in the hands of the manufacturers in Yorkshire for the American China trade.

2990. Do you know the amount of that order?—I do not know the amount.

2991. Has the East-India Company's supply of woollens to the China trade increased or decreased?—From a calculation which I have made, it appears that, comparing the imports into China for the nine years preceding 1819 with the nine years following that date, the decrease has been 236,939 pieces of woollens, making an annual average decrease of 26,326 pieces. The total of the first nine years, from 1810-11 to 1818-19, was 1,821,389; the total of the second nine years, from 1819-20 to 1827-28, was 1,584,450 pieces.

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2992. Is not that decrease very nearly the amount of what has been exported by the Americans?—In the years 1824 and 1825 the Americans imported into Canton 23,159 pieces; in 1826, 26,977; in 1827, 27,176 pieces. In broad cloths imported by the East-India Company into Canton, there has been an increase of 53,255 pieces in the last nine years; in long ells, there has been a decrease of 262,868 pieces. In worleys, there has been an increase of 25,040 pieces; in camlets, there has been a decrease of 39,970 pieces.

2993. Can you furnish the Committee with a detailed statement upon this subject?—I have prepared a statement of the quantity of woollens of the different sorts imported by the East-India Company into Canton in each of the years I have mentioned; also a statement of the quantity of British woollens imported into Canton by the Americans.

[The witness delivered in the same, which are as follow:]

STATEMENT of the Quantity of BRITISH WOOLLENS Imported into Canton by the East-India Company.

WOOLLENS :		BROAD CLOTHS :	
Pieces.	Pieces.	Pieces.	Pieces.
1810 }	237,103	1810 }	5,919
1811 }	242,806	1811 }	6,466
1812 }	242,781	1812 }	6,450
1813 }	258,220	1813 }	7,629
1814 }	224,632	1814 }	8,592
1815 }	161,568	1815 }	8,181
1816 }	175,801	1816 }	11,631
1817 }	133,761	1817 }	9,711
1818 }	144,717	1818 }	7,377
1819 }	1,821,389	1819 }	71,356
1820 }	150,254	1820 }	8,814
1821 }	157,401	1821 }	12,171
1822 }	172,320	1822 }	13,320
1823 }	136,768	1823 }	12,183
1824 }	221,814	1824 }	12,396
1825 }	178,701	1825 }	13,701
1826 }	212,346	1826 }	19,266
1827 }	231,529	1827 }	20,289
1828 }	123,317	1828 }	12,471
	1,584,450		124,611
Decrease in Nine Years..	236,939	Increase in Nine Years..	53,255
Average Annual Decrease.	26,326	Annual Increase.....	5,472

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LONG ELLS:		
	Pieces.	Pieces.
1810 }	240,248	
1811 }		
1812	200,000	
1813	200,620	
1814	209,980	
1815	179,520	
1816	128,320	
1817	130,660	
1818	103,400	
1819	118,540	
		1,511,288
1820	120,640	
1821	123,000	
1822	132,600	
1823	105,000	
1824	177,180	
1825	140,000	
1826	166,000	
1827	183,940	
1828	100,060	
		1,248,420
Decrease in Nine Years..		262,868
Annual Decrease....		29,207
WORREYS:		
1810 }	3,460	
1811 }		
1812	3,100	
1813	3,040	
1814	4,060	
1815	3,940	
1816	3,360	
1817	6,000	
1818	6,000	
1819	4,000	
		36,960
1820	4,000	
1821	4,000	
Carried forward..	8,000	36,960

WORLEYS, continued.		
	Pieces.	Pieces.
Brought forward.	8,000	36,960
1822	4,600	
1823	3,520	
1824	7,800	
1825	8,000	
1826	12,080	
1827	14,000	
1828	6,000	
		62,000
Increase in Nine Years..		25,040
Annual Increase....		2,782

CAMLETS:		
1810 }	18,750	
1811 }		
1812	22,340	
1813	22,020	
1814	23,010	
1815	20,000	
1816	14,390	
1817	13,890	
1818	14,250	
1819	12,000	
		160,140
1820	15,000	
1821	15,830	
1822	19,000	
1823	11,340	
1824	12,000	
1825	12,000	
1826	17,000	
1827	13,300	
1828	4,700	
		120,170
Decrease in Nine Years..		39,970
Annual Decrease..		4,441

QUANTITY of BRITISH WOOLLENS imported into *Canton* by the *Americans*. 9 Mar. 1830.

1824-5....		Broad Cloths.....	Pieces	10,257	Mr. A. Dixon.
		Camlets.....		4,338	
		Long ells.....		7,842	
		Bombazets.....		672	
				23,159	
1825-6....		Broad Cloths.....		12,067	
		Camlets.....		4,290	
		Long ells.....		10,620	
				26,977	
1826-7....		Broad Cloths.....		14,064	
		Camlets.....		3,272	
		Long ells.....		8,040	
		Bombazets.....		1,800	
				27,176	
1818-19..		Broad Cloths....	Pieces. 769	1826-7.....	27,176
		Camlets.....	4,188	1818-9.....	4,956
			4,957	Increase.....	22,219

2994. Have you any knowledge of the trade in woollens carried on by the Russians with China?—During the former part of the time I carried on business in London, I executed several orders both for St. Petersburg and Moscow; they were British woollens, which I afterwards found were intended for the China trade, though I did not know it at the time.

2995. Of what description of woollens?—The colours were much the same as those exported by the East-India Company, but the quality of the cloth was considerably thicker.

2996. Up to what period was this?—Previous to the year 1812.

2997. What was the price of cloth at that time, as compared with the price now?—The cloth sent out to Russia was from 17s. to 20s. per yard, and the same quality certainly may be procured now at from 10s. to 12s. or even less.

2998. How do you account for the fact that that trade is not now carried on from England?—From the heavy duties which have been laid by the Russian government upon English cloths, and a reduction of duty upon Prussian cloths: indeed, English cloths are not allowed to be imported into Russia for transit at all, whilst the Prussian cloths are allowed to be entered for that purpose at a very trifling duty.

2999. Do you know the amount of duty in Russia?—I cannot state it exactly; I believe the duty upon fine English cloths amounts to between 6s. and 7s. a yard; upon Prussian cloths it is not near half that amount.

3000. Previous to the imposition of this duty, can you state to what amount that trade was ever carried on?—No, I cannot;

9 Mar 1830. I was engaged in it but to a very small extent. There were some houses that were nearly altogether employed in preparing cloths for that purpose; Messrs. Austins' and Messrs. Sheppard's houses.

3001. Has there been any disposition shown lately by the Hanse Towns to engage in the woollen trade with China?—They have lately appointed a consul, who is now on his passage to Canton for the purpose of introducing Continental manufactures into China; woollens particularly. They have not yet commenced business; but he has gone over for the purpose of obtaining information, and by the report which he gives the shipments will be guided.

3002. At present do you understand that they have every confidence that that trade may be carried on with success?—They have.

3003. Do you know what are the prices of the same kind of goods at the Hanse Towns as compared with the British?—Till within this last two or three years the fine English cloths were not at all saleable on the Continent; but very considerable improvements have been made in the manufacture of cloths in this country, particularly in Leeds, and they have lately found their way all over the Continent; they have been sold in considerable quantities for the fairs at Leipsic and at Frankfort, and in other parts of Germany.

3004. Do you think there is any probability that English woollens may find their way into China by shipment from the Hanse Towns?—I think it is very probable.

3005. Supposing the trade were thrown open, do you think the English merchants would have a greater advantage in sending out woollens to China than the German merchants and the Hanse Towns merchants?—They would have the advantage of the difference of expense in transporting them to Hamburgh and other places.

3006. Would not the price give the English merchants an advantage over the other merchants?—Certainly.

3007. In what degree would individuals purchase woollens at more advantage than the Company?—In consequence of the objectionable clauses which are in the contracts of the East-India Company. The manufacturer must always provide for those, and in consequence he lays an additional price; at least I always found it necessary to do so when I was engaged in the trade.

3008. Do you think he would prefer selling to an individual at five per cent. less price than to the Company at their price?—It depends in some measure upon the nature of the cloth which is wanted. In some instances five per cent. more would be considered about a fair price; but in others, perhaps two and a half, or even less than that.

3009. Upon the whole, would three to four per cent. place the two upon a level?—About three to four per cent. 9 Mar. 1830.

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3010. Does that include the difference with respect to the dyeing?—No, that is quite independent of the saving in dyeing. In scarlet, the difference betwixt being dyed in London and Yorkshire would make a saving on the cost of the cloth of 13 per cent.; in purple of 17 per cent.; and in mazarine blue it would be 20 per cent. Altogether, in having Spanish stripe cloths dyed and finished in Yorkshire instead of London, and buying them as a private merchant does, about 15 per cent. on the average would be saved in the six colours, of which the largest quantity is exported by the East-India Company.

3011. Then, in your opinion, an individual can be supplied in Yorkshire with cloth already dyed about 15 per cent. cheaper than the Company?—If he gets his cloth ready dyed in Yorkshire, and the Company dye theirs in London, he would have that advantage over them in the colours, of which the greatest quantity is exported.

3012. Do the Company dye theirs in London?—By far the greater part.

3013. Have you the means of knowing that the Company do dye a large proportion of their cloths in London?—I have; and I have understood that lately some have also been dyed in Gloucestershire.

3014. Do you mean of their Yorkshire cloths?—No, the Yorkshire cloths are mostly dyed in Yorkshire.

3015. Do you consider that cheaper mode of dyeing in Yorkshire to produce as good a colour as the dearer mode in London?—Equally so.

3016. Do you attribute, in any degree, the benefit derived by the Americans from the woollen trade to their smuggling into China?—In consequence of the evidence given before the House of Commons, I made the observation to several Americans, with a view of ascertaining if it was ever practised, and I am told not.

3017. Have you the means of knowing whether, with all these advantages, there has been any increase in the quantity of consumption in China?—Not having the amount of what the Americans have exported lately, I cannot correctly answer that question; but it would appear, up to the year 1827, that there is a little increase of the American importations into Canton, but it is not much, compared with the two previous years.

3018. Is the dyeing as good in Leeds as in London?—Equally so.

3019. As you have a very general knowledge of the manufacture and trade in cloth upon the Continent, is it your opinion that in any part of the Continent a competition could be entered into with the cloth furnished by Great Britain for China?—I

9 Mar. 1830. should be inclined to think not at present. A few years ago they had advantages over us; but I think they have not now, owing to the improvements which have been made in the manufacture in this country and the low price of the raw material.

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3020. What parts of the Continent do you think most likely according to the present state of the manufacture to enter into competition with this country?—The woollen manufacture of Saxony I should consider the most likely to injure us.

3021. Is that of the lower or higher qualityⁿ of cloth?—The lower and the middle qualities of cloth.

3022. Is it not the case that in former times there was a considerable manufacture of cloth in Silesia, which was adapted especially for the Russian trade?—I believe so.

3023. Does that manufacture still exist and flourish to the same extent?—I believe it does. I have not had any information to the contrary, excepting this last year; I am told that they have not been able to sell so much cloth as they formerly did on the Continent, in consequence of the introduction of the English.

3024. Are you aware of the state of the manufacture of cloth generally in Russia?—Since my arrival in London I have been informed that the principal and the most extensive manufacturer of woollen cloths in Russia has failed; a manufacturer who went from the West of England for the purpose of carrying on the woollen manufacture in Russia, and found that it would not answer his purpose to do so, and in consequence gave up the idea altogether.

3025. Where was the manufacture in Russia which has failed?—In St. Petersburg, or the immediate neighbourhood.

3026. Are you aware that the cloth manufacture in Russia is protected and fostered very much by the government?—Yes.

3027. Then you attribute the failure of the trade in cloth to Russia to two causes, to the heavy duties that are laid upon British cloth, and the lower duties which are imposed upon Prussian?—Yes.

3028. Are you not aware that there are cloths of a particular quality and colour admissible into Russia at a lower duty than cloths generally?—Yes.

3029. Do you know whether the cloth that the Russian soldiers are clothed with is manufactured by native manufacturers?—I have made inquiries regarding that subject, and I cannot get satisfactory information upon it; by some I have been told that it is manufactured in the country; by others, that it is manufactured in Breslau and the neighbourhood.

3030. Can you state whether the export of woollens to India, since the trade was opened in 1814, has increased to any great degree?—To a very great extent indeed.

3031. Much more than to China?—Much more than to China. 9 Mar. 1830.
The exportation amounted, for the year ending 5th January 1829, to 30,555 pieces of cloth. *Mr. A. Dixon.*

3032. Can you state what it was in 1814?—(*For the answer to this question, see Mr. Dixon's evidence of Thursday the 11th of March.*)

3033. Can you state what were the articles which composed the large order of which you have spoken, which is now being executed in Yorkshire?—Cloths of different descriptions, similar to what the East-India Company sent out.

3034. Are you aware whether there have been any new articles of manufacture of late years exported by the Americans, that are likely to suit the habits of the Chinese?—There is one now preparing in Yorkshire; and from the information which I have upon the subject, I am told that the demand is likely to be immense, both in India and China. It is a woollen cloth made with a cotton warp; it may be made extremely thin, and at the same time much stronger than a woollen cloth of perhaps three times times the substance.

3035. Is there any order for that to any extent now in execution?—It is not in a situation yet of receiving orders for it, but it will be very shortly.

3036. Have you any means of knowing what the Chinese think of this cloth?—It has been shown to gentlemen who have been in China and also in India, and their opinion is what I have just stated.

3037. You have stated, that at the India-House fees are paid upon the examination of the cloths, and that sometimes 6*d.*, sometimes 1*s.*, sometimes as high as 2*s.*; are those fees arbitrary, or how are they regulated?—They are always stated by the Company in their contracts.

3038. So that they are known by the manufacturers beforehand?—Yes.

3039. Is the commission also known?—It is.

Jovis, 11^o die Martii, 1830.

WALTER STEVENSON DAVIDSON, Esq. again called in, and examined.

3040. You were the senior partner of one of the two leading houses of business in Canton?—I was.

3041. Will you state any advantages or disadvantages which in your opinion, result to the British trade generally in China, from the existence of the East-India Company under the present regulations?—I believe I can state both advantages and disadvantages; and they divide themselves into two heads, that is to

11 Mar. 1830. say, commercial and political. I shall commence with the commercial. The influence of the East-India Company, who can and do act with unity and vigour, forms a counterpoise of inestimable value against the Hong monopoly, which individuals could not form. The absence of this counterpoise would have the direct effect of decreasing the prices given for all the imports, and of increasing the prices demanded for all the exports. The Company's support of bankrupt merchants (for the greater number of the Hong in my time were so), by its advances on teas, has enabled the consignees of the country trade to do what could be done in no other country with which I am acquainted, namely to deal systematically with bankrupts, and thus obtain much higher prices for their merchandize. During the latter part of my stay in China, although so much property passed through my hands, I scarcely ever thought of dealing with a solvent merchant, because the consequence would have been a great loss to my principal; and this was all in consequence of my knowledge that I had the Treasury and the influence of the powerful East-India Company at my back. Another advantage of the East-India Company in China was the facility to remitters, through bills on their Indian governments, and by which both my constituents and myself sometimes obtained a better exchange than by any merchandize we could ship. I have known large sums of money which were due to me by the bankrupt merchants, and which I could obtain in no other way, come direct from the Company's Hong to my Hong, being advances obtained from the Company's servants. I have also received large sums of money in bills on England, obtained in the same manner, after urgent solicitation on the part of the merchants to the supercargoes; which species of remittance, in those days, went by a technical name which has quite escaped my recollection. I should perhaps, have stated earlier, that on the first entering of the ships, if I had not resolved to deal with those insolvent merchants, I should have found the greatest difficulty in getting the ships secured, because the extortions of the Chinese government are always proportioned to the wealth of the party who secures the ship. As to British subjects, I conceive that such security of person and property is not to be lost sight of as is afforded by a public body, having every season from eighteen to twenty ships of force at their command, the influence of which was always in my time extended in favour of British commerce, save and except on that of the prohibited article opium. Those are the leading advantages that now occur to me of a commercial nature. Politically, I think that all Englishmen owe the Company's servants in Canton a debt of gratitude for their influence over the last ambassador that went from this country to China, in inducing him to abstain from performing that degrading act of reverence termed the kowtow. I call it not a ceremony, because in China it is no ceremony, but a distinct acknowledgment of inferiority and subjection; and if it had been performed

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by the ambassador, I verily believe the China trade would not have been in existence at this day. I will next state the disadvantages that I conceive the existence of the East-India Company, under the present system, to be productive of; and really I think they are both few and unimportant. It is in the power of the Company's servants to stop all British trade; and it is no doubt possible that such power may be exercised on mistaken motives, and for speculative advantages. I was present during the two great stoppages in 1814 and 1821, and such interruptions of trade have certainly been "few and far between." I was a party who, I believe, as an individual, suffered as much on both occasions, either immediately or prospectively, as perhaps any one unconnected with the Company; and I can conscientiously say, that I believe the stoppage of 1814, which was caused by the Company's servants, to have been perfectly unavoidable. Security against its being done capriciously; or on slight grounds, can only be found in the character of the parties; and the deep responsibility which they incur, not only to their own immediate employers, but to the country at large. I will explain what I mean by saying that I suffered deeply myself from these occurrences. In 1814, the conduct of my house was so much disapproved of by some of its constituents, for not protesting against the conduct of the East-India Company, that we lost a large portion of valuable business. The merchants of Bombay, upon that occasion, framed a memorial to the Board of Control, setting forth the great advantages of their trade to the East-India Company, by reason of the duty paid on the cotton in the first instance; also, by the territorial revenue of that part of the Company's own territory in the Guzerat, from which the cotton came; and again, from the duties on the return-cargoes from China; and they contended, that the East-India Company had no right to stop their ships, in China, which gave them just cause to seek remuneration by an action at law. That the case pressed upon them with peculiar hardship I always deeply regretted; that the law was on the side of the Company I never doubted. I have by me the form of bond given by the owners of country ships to the Company's Bengal Government in India, before setting sail for China; in which it clearly appears, that all British merchants trading by such sufferance as they did, were bound to conform to the orders of the Company's servants in China. I say nothing of the original Act of Charter, because that is within the reach of this Committee, and bears also strongly upon that question. In the stoppage of 1821, which was brought about by the Chinese and not the East-India Company, the supercargoes then prevented only the entrance of country ships, not their loading and departing from the port of Canton; and it is a fact, that country ships did load and depart quietly, at a time when it seemed to be pretty universally considered that the Company's ships would have been forced to assume a hostile

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11 Mar. 1830. attitude, pending a reference to England. There is another commercial disadvantage, but it is, perhaps, hardly worthy of being mentioned; such is the jealousy entertained by the East-India Company respecting woollens and worsteds, that I upon one occasion, about the year 1815, was prevented from exporting from Bengal in a ship with myself (a country ship) a couple of carpets, for the use of my house at Canton during the winter season.

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3042. Has the East-India Company's Factory, during your experience, given encouragement and protection to, or thrown impediments in the way of individual British merchants in China?—During my time I never knew the British Factory throw a wilful, or, as I conceive, an unnecessary impediment in the way of British trade; and so long as that Factory shall continue to be constituted of the same materials as it was during my time, that is, of well-educated, intelligent, patriotic, and honest men, so long will they, I conceive, give encouragement to that trade, and even hazard a departure from that narrow policy which has, on more than one occasion, emanated from the Leadenhall. I will relate the occasion to which I allude. A ship to my consignment lay at Whampoa with the most valuable cargo that in those days had ever been known to be in one small bottom; the estimated value was 1,600,000 dollars and upwards. Great difficulties then obtained in the opium trade, and threats of search had been thrown out by the inferior Mandarins. I received an express from Whampoa from the captain of the ship, stating suspicious appearances, and expressing the greatest alarm in consequence of both his officers having been taken violently ill immediately after their dinner, from which he inferred they had been poisoned. I immediately collected what strength I could from the country trade; and, before embarking for the spot myself, I waited upon the then chief of the British Factory: he was my intimate friend, and the sincere friend of all British interests. I said, "I know you can do nothing for me personally, who am known to you only as a foreigner: but there is £400,000 sterling of British property at Whampoa at this moment in the utmost jeopardy; and I put it to you, whether, with such a fleet as you have there, you will allow that property to be plundered, and particularly as many lives must be sacrificed in the attempt." The president of the committee saw clearly the difficulty he was placed in; but being most anxious to render every assistance, he most considerably devised a plan which perfectly satisfied me. He said, "You know as well as I what my orders are respecting opium: but where so much British property is in danger, I will go beyond my orders; I will speak daggers to them, although I dare not use them; in short, I will make a demonstration which may be of great service." He merely concerted with me a signal, which should be known between

myself and one of the Company's ships at Whampoa. I went down the river with the party I had collected, and when we arrived on board the vessel we found the chief officer had died; the second remained ill; the men were all at arms; but no symptom having been manifested of an intention on the part of the Chinese to commit aggression, the only use I had occasion to make of the president's kindness, was to obtain surgeons from two of his ships to dissect the dead officer; and having done so, we discovered that poison was not the cause of his death. We continued a strongly-armed watch however, and upon the alert for twenty-four hours. The Chinese either saw that we were prepared, or never intended the attack, and the alarm passed over. I have known the British Factory to throw impediments in the way of British subjects by sending them away from Canton at an inconvenient season for their business; but that was merely the dry exercise of the law, and I never knew it wantonly resorted to.

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3043. What, in your opinion, would be the result of the withdrawal of the East-India Company from China, and of an open trade to that country?—I conceive the result would, sooner or later, be a war between England and China, accompanied by wide-spread individual ruin; unless the Chinese government be previously either coaxed by discreet, or coerced by energetic negotiation into that amicable and reasonable intercourse with other nations, which every civilized state is bound by the dictates of nature to cultivate with its neighbours.

3044. Have you, or have you not, understood that the best teas brought to Canton were placed at the option of the Company?—In my time I really think there was an almost universal concession to that opinion.

3045. Do you, or do you not, consider that, were individual purchasers of teas competing with each other to enter the China market instead of one great purchaser, the effect of it would be to raise the price of teas in China?—Certainly. This would happen in any market on so thorough a change of system: but that effect would gradually subside of course, because the higher the price was raised, the greater would be the manufacture, and the effect would then be a return to remunerative prices only, and thus matters would in the end, most probably, find their level.

3046. Do you consider that were the privileges of the East-India Company done away with, the Hong merchants would have more control over the trade, or that the trade would be more extended?—It would be quite a natural consequence for the trade to become more extended; but if the East-India monopoly is to be done away with, and the Hong monopoly to continue, it involves an absurdity too great to suppose this country could submit to, because I have already stated that the East-India Company is a counterpoise absolutely necessary to counteract

11 Mar. 1830. in part, although it must be insufficient to balance the Hong
W. S. Davidson, monopoly; still all these consequences must mainly depend upon
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3047. Do you consider that the British Factory, by resisting attempted encroachments of the Chinese government on existing privileges, has or has not contributed to the advantage of foreign trade generally?—Most certainly: and that is what I conceive to press so cruelly upon the interests of this country, because I feel that these advantages to foreign trade are obtained at the cost of Great Britain; which trade, I grieve to say, I believe can never safely be opened to British industry and enterprize, but under the sanction of laws and regulations founded upon previous negotiation. I hold that we have hitherto possessed the trade with China on the frail tenure of a thread, and on a footing as degrading to the character as it is repugnant to the feelings of this nation. I hope to see the day when, as regards our intercourse with China, England shall follow the dictates of a wiser policy without losing sight of the maxims of justice; when the name of the East-India Company shall be known but in the past history of the country, and when that justly obnoxious term monopoly shall be expunged from the vocabulary of this great, enterprizing, industrious, and most commercial people.

3048. Do you mean by foreign trade, all that trade that is carried on by persons not British subjects?—Clearly; and that is the reason I have stated that it is at the cost of England that those advantages have hitherto been obtained.

3049. Have you visited other parts of Asia besides that of Canton?—I have visited all the four Presidencies of India, Malacca, Singapore, Java, New South Wales, many of the Eastern islands; and I have sailed from India up the Red Sea, upon which occasion I landed at Cosseir, and the ship proceeded to Suez, near the head of that sea.

3050. Have you any knowledge of the success, or otherwise, of the trade which has been carried on between China and the ports of continental Europe in American or other foreign vessels?—My knowledge of it is not extensive; but I have the results of some such adventures now by me, if the Committee wish to hear them. In the spring of 1819, a very fine ship under Dutch colours came to Canton; she was owned by a very intelligent merchant in Holland, a particular friend of mine, but from motives of expediency was consigned to the Dutch Factory at Canton, and not to me. I was of some service to the concern, however, and in return the owner sent me a particular statement of the result. The ship was loaded with tea, and a small quantity of cassia lignea and sugar. Some of the sugar, by the bye, had been collected at Siam, where the ship had previously attempted to obtain a whole cargo, but failed. On the return of that ship to Holland there was short of £1,500 sterling left for her freight, and the owner in transmitting to me the account

wrote as follows: "I waited the result of our adventure, hoping to have found inducement to repeat it. You will be sorry to learn that in this we have been disappointed. This goes by a vessel from Middleburgh, which, by proceeding a second time, one would suppose had done well in the first adventure; but the fact I have reason to know is the contrary: and it is easy to reconcile this, when I inform you that it is not like ours, a private concern, but divided into a great number of shares, and administered by a single house, calling themselves book-keepers, who have, no doubt, only a small share themselves, and are consequently more than compensated for any loss on that share, by a good commission on the whole transaction." The same correspondent, writing a few months afterwards, says, "Our unfortunate Canton cargo, though sold by us nearly eight months ago, is yet nearly all '*in naturâ*,' and would now certainly sink from 5,000 to 6,000 pounds more than we lost by it." I can state another adventure about which I knew. A French house sent a large ship to China, and the cargo was furnished by bills being drawn through my house, and on Bengal. This occurred in 1819. In December 1820 I saw the owner of that ship in Paris (I had been acquainted with the gentleman at Canton when he conducted the operation), and he told me that it had brought ruin on all the parties concerned.

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3051. Do you consider the mode adopted by the Company of contracting for teas with the Chinese merchants to have been advantageous or disadvantageous?—Highly advantageous for the Company. In proof of which I will state, that I have by me accounts by which I perceive that teas, which I purchased in the spring of one year at 34 taels, I readily sold in the shipping season at 38, besides interest of money at 12 per cent per annum; for teas I purchased at 36 taels I obtained 50, and for teas I purchased at 17 taels I got 30. This is but an instance of what I might probably have done on a certain scale almost every year I was in China. I will read an extract from a letter from my firm to a house in New South Wales, written at the time of the *Topaze's* stoppage in 1821:—"Within the last fourteen days your 3,000 chests of hyson skin have advanced three taels, and were it not for our engagement with the ship *Almorah*, we could at this moment readily resell and pass 6,250 dollars to your credit: and what the event may be when another fortnight has passed by, we cannot tell; but we venture to predict, that should the Company's trade be re-opened, the last of their twenty-one ships cannot be loaded with good tea; and, on the other hand, should circumstances unhappily protract the settlement for months, it is notorious that the up-country dealers in that article will be ruined, and the regular supply in consequence deranged, whilst you will be safe from competition in the interim by the rigorous blockade already commenced by the Company's authority on country ships bound inwards."

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3052. Do you consider that, in the event of an interruption of British intercourse with China, tea could be brought in Chinese vessels in any quantity, and of good quality, to the islands of the Eastern Archipelago?—My experience can be of no use in answering that question. The thing is possible, but I should think the most improbable thing in the world that it could be done so as to answer the purpose of England. In the first place, the law of China is expressly against it; in the second place, the vessels are of that precarious and insecure description, that certainly none but such a body as the East-India Company could think of trusting their property upon them. When I say the East-India Company, I mean that or any other such body on which the failure of an enterprise would not bring ruin, because a company, of course, can venture to hazard what individuals cannot do; but I am satisfied that no individual British merchant would ever have thought of resorting to such a desperate expedient in my time.

3053. Would you consider property of your own to be safe in Chinese junks, such as navigate the Chinese seas?—Most certainly not. I think I am correct when I say that the calculation in my time ran thus: if seven junks sail from China to a distant port, one out of the seven was lost; but I should say that that calculation is wide of the truth. On recollecting myself, I believe the proportion returning is too great; and from what I know of their construction, outfit, and manning, (for the only thing good about them is their conduction, they have an European, generally a Portuguese captain,) I should say that the probable loss of one in five is a better answer to the question. The confusion, from the want of discipline, that prevails on board those junks, prevents the European navigating captain from having any authority in times of danger, and therefore all the assistance they derive from him is when they are in the open sea.

3054. Have you heard that the losses sustained by some individuals during the great fire at Canton were made good by the Chinese?—Yes; I have heard so. I do not call to mind having heard from what source that was; at the same time, I can have no doubt from whence the indemnification came. It was from the consoo fund, which fund is formed by a direct tax on the foreign trade: it is a very secret fund; but I have reason to think it is levied more often upon the imports than the exports, consequently the Americans, who brought a large portion of dollars in my time, did not pay their quota to it. There is another peculiarity about the consoo fund, which is, that when once any article is made tributary to it, which will happen in the origin for a particular purpose, it does not follow that when that particular purpose shall be answered the tax on such article shall be released, consequently it is the most anti-commercial, oppressive, and infamous tax imaginable.

3055. By whom is this tax imposed ; by the Hong merchants, or by the Viceroy at Canton ?—No doubt by the advice, and certainly with the connivance of the Hong merchants. I have often discussed it with them, when they perfectly acknowledged the justness of my animadversions upon it. It is the same description of abuse which would prevail in other countries if submitted to ; and I think there is a good deal of analogy between that and what is actually taking place at this moment in this country ; I allude to the fact of Mr. Pitt, and other ministers of the day, having formerly raised the salaries of all public functionaries on the plea of the great dearness of provisions and other necessities of life ; and now we see how difficult it is to obtain a reduction, although it be quite notorious that £1,000 well husbanded, will go almost as far as £1,500 did formerly in the maintenance of a large family.

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3056. By whom is the consoo fund managed ?—By the Hong merchants ; at least, we know of no other party in the affair.

• 3057. Should you consider such remuneration of losses sustained by fire as any proof of an amicable disposition of the Chinese government ?—Most certainly not. They had nothing to do with it, I believe ; but the Hong merchants must have found it convenient at the moment to pay off a few clamorous applicants, and they would immediately indemnify themselves out of the consoo fund.

3058. You mentioned the case of a Dutch ship having obtained a partial cargo at Siam, but was not able to obtain the whole : what prevented its obtaining the whole cargo ; was it a political cause, or a commercial cause ?—I understood at the time that the chief difficulties had been thrown in the way of the enterprize by the public authorities ; but the gentleman who conducted the ship, one of the most intelligent men I ever knew, considered it would be a fruitless attempt to repeat.

3059. Was it on account of the place being unfit for commerce that no good adventure could be made there, or was it a fruitless attempt, in his opinion, from the obstruction put by the government ?—I should say probably both, as well as my recollection guides me. I have no information respecting Siam but general information.

3060. You stated that that Dutch ship was freighted with from Canton homewards, what was the cargo outwards from Europe ?—She brought dollars to Siam, which she calculated would have been sufficient to have invested the cargo in which she was in search of : but having sailed there, and coming to Canton, the cargo she took home was more valuable, and the consignees were obliged to supply that deficiency by bills on Europe.

3061. You stated that there was a loss by the homeward voyage ; was there a loss upon the whole adventure, or merely upon

11 Mar. 1830. the return voyage?—I think, from the tenour of my friend's letter I have read, there is no doubt it was a losing adventure upon the whole. But I stated in my former answer, not that there was a loss, but that only about £1,500 was left as freight to the ship.

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3062. Is that the only adventure which, during your time in China, you knew of to Siam?—It was the only adventure I ever knew much of; and not having originated in China (for the ship came to Canton after making the fruitless attempt), I did not collect so much information about it as I should otherwise have done; that is to say, my curiosity was not so much excited.

3063. Do you know of any other foreigner who attempted voyages to Siam?—I do not.

3064. Or to any part of Cochin China?—None whatever, but what I read of in the popular history of that country.

3065. You have stated, as the result of your experience in the trade of China, that you hoped to see the time when the trade of that country should be put upon a footing which you would consider more consonant to the interests and dignity of this country, by which all monopoly would be done away; have the goodness to state to the Committee what your idea is of this perfect state of the trade with China which you should wish to see established?—In doing so, I feel that I must consider China as a civilized nation; and I therefore can entertain no doubt that vigorous negotiation would obtain Great Britain all the privileges she can seek to enjoy in such a distant and peculiar country. The only basis on which, I think, the trade with that country could be carried on with safety to this country, and with comfort to the individuals who embark, is that of a treaty of commerce, wherein the duties of the foreigners who visit China shall be clearly and distinctly defined, wherein their rights, in return, shall be acknowledged, and the whole connexion proceed upon the sanction of such laws and regulations as I cannot doubt (it being always assumed that China is civilized) this country is in a state to exact. At the present moment the government of China admit us to hold intercourse with them. We take to them those articles which they require, and we receive in return the surplus of their productions: a state of things which I hold to be the most wholesome and consonant possible with the interests of both countries; and I read in an author of celebrity, under the head of "Right of all nations against one that openly despises justice," that "if by her constant maxims, and by the whole tenour of her conduct, she evidently proves herself to be actuated by that mischievous disposition, if she regards no right as sacred, the safety of the human race requires she should be repressed;" and again, "to despise justice in general is doing an injury to all nations." Vattel is my authority.

3066. And you are of opinion that this better state of things

in China might be brought about by a more vigorous exercise of authority on the part of this country?—I do not entertain a doubt of it

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3067. Do you think it might be brought about by a mere withholding of trade, or that it would require any more vigorous measure to produce it?—I consider that a vigorous negotiation, accompanied by a threat that the King of England would no longer consent to hold intercourse with China on the degrading footing on which it has hitherto been carried on, would altogether alter the tone of the government of Peking.

3068. Are you of opinion that the Company have generally assumed too tame a tone in their communications with the Chinese authorities?—By no means. I am quite of a different opinion; and I think it would have been much better had the East-India Company instructed their servants in China what they were to do, and what they were not to do, and not left them such a dangerous discretion as has hitherto been vested in them. I take for granted in this answer, that the East-India Company in London would have done so in concert with His Majesty's Government, and I think it would have been wise for all parties to consider long ago what was best to be determined upon, instead of leaving individual traders at the daily risk of the loss of all their property.

3069. But you are of opinion that, either by the Crown or by the Company, some attempt should be made to put the trade with the Chinese upon a different footing from that on which it now stands?—Certainly, by the Crown.

3070. And you think that would be practicable?—I have no doubt of it.

3071. And being effected, you are of opinion that it would be for the interest of this country that the monopoly of the China trade should be done away?—Certainly.

3072. And that the trade, under such circumstances, could be conducted with more advantage to the country?—Certainly; it being taken for granted, however, that when the English monopoly is done away, which should be subsequent to the negotiation, the Chinese Hong monopoly in its present mischievous operation should be stipulated to cease.

3073. How long is it since you left China?—I left China in the month of February 1822.

3074. You have spoken of the number of Chinese junks that were lost; by whom are the junks freighted?—By Chinese usually.

3075. What do those cargoes generally consist of?—Such articles as find a sale in Java and the neighbouring islands, principally, I believe, for the use of the Chinese settlers in those parts, who are very numerous; teas, silks, nankeens, sugar-candy, and so forth.

11 Mar. 1830. 3076. What are the principal ports to which they resort?—Batavia is the very principal one; at Malacca, and Sincapore, and Manilla, they are constantly seen; at Banca, at various ports in Borneo, and even, I believe, as distant as the Archipelago of Celebes and the Gulph of Carpentaria, on the north coast of New Holland.

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3077. Can you form any estimate of the amount of trade carried on between Canton and the Eastern Isles?—No I cannot form any exact, or even approximate estimate of it.

3078. If it should be found impracticable to coerce the Chinese government in the manner you have stated, do you think the mode in which the trade is carried on now is the most beneficial and secure?—Unquestionably, if I connect the beneficial with the secure consideration.

3079. It is presumed that the vigorous negotiation you recommend, must, of course, be accompanied with a commensurate naval force to carry it into effect with success?—I should think there is ample time to try a much milder mode of negotiation, before the period will arrive when it is absolutely necessary to adopt the last measure.

3080. Supposing that, by negotiation of any description, success could not be obtained in that object, do you think that what is called the Company's monopoly is necessary to counterbalance the Hong monopoly?—I have already, in my answer to one of the questions, stated that such is my decided and unequivocal opinion.

3081. What is your opinion of the profit and loss that has taken place in the country trade between China and India since 1813?—I should suppose it has been much less profitable than formerly.

3082. Has it been upon the whole a profitable trade?—What it has been since 1822 I cannot speak at all; but during the last three or four years of my residence in China I fear that it was, upon the whole, the contrary.

3083. Were not the embassies carried on by Lord Macartney and Lord Amherst with a view of establishing commercial relations between China and England?—I always understood so.

3084. Can you state to the Committee any reason why those embassies did not succeed in their object?—Because they never professed to be but complimentary embassies, and therefore were not calculated to succeed with the Chinese government.

3085. Had they stated their distinct object to be that of commerce, is it your opinion, from the knowledge you have of the character of the Chinese government, that they would have been received at all?—They certainly would not have been more likely to be received into the imperial presence had they stated such, than in the manner in which they went, which

was of all things the most complimentary to the government of China: 11 Mar. 1830.

*W. S. Davidson,
Esq.*

3086. When you stated that you expected successful results from a more vigorous negotiation, did you contemplate coercion by war?—I stated, I think, in a former answer, that what I meant by coercion in the first instance, was a threat that the King of England could no longer tolerate the degraded state of vassalage in which his subjects were held in China, without privileges, without protection, without safety, either to persons or property.

3087. Do you think that such threat, unaccompanied with force, would produce the effect which you expect upon the government of China?—I confess I must entertain doubts whether it would.

3088. Then your ultimate view would be, that, supposing such an attempt were to be made by the King of England, that that attempt in its ultimate result must contemplate the sending of force, and in fact, going to war?—That is just the point to which I come, provided I be justified in stating, what I believe I have already done in a previous answer, that the common right of all civilized states to insist on holding reasonable intercourse with each other, is acknowledged by the best writers on the law of nations.

3089. Putting the right out of the question, what rational expectation would be formed of any warfare carried on against a nation of a population so immense?—During many years residence in China, the subject was constantly discussed. We had the information derived from the first embassy as well as from the last, and I never heard any man who had given his mind to the subject, but came to this conclusion, that although the population of China may be 250,000,000, 20,000 British troops might march from Canton to Peking at any moment without hindrance or molestation.

3090. Are you of opinion that it would be consistent with justice that the English nation should march an army of 20,000 men from Canton to Peking, merely because the government of China do not confer upon British subjects those commercial advantages to which you think they are justly entitled?—It is not commercial advantages that I have ever said I would make war to contend for; but if the Emperor of China permits, as he has done, Englishmen to reside within his dominions for the purposes of trade, I think it is his duty to protect them, to foster that trade, and to see that his officers do justice to those who are enterprising enough to undertake it, and to rely upon his imperial protection and hospitality.

3091. If foreigners settle in any country for the purpose of commerce, or for any other purpose, is not one of the conditions on which they reside in such country an obedience to the

11 Mar. 1830. laws, and a conformity with the customs of that country?—Certainly.

*W. S. Davidson,
Esq.*

3092. Are there any roads from Canton to Peking for troops to march on?—I really do not know, but there is on modern maps a distinct tract of Lord Amherst's route from Peking to Canton. I have such a map in an atlas in my own possession.

3093. Have you ever seen any Chinese maps of the road?—I think not.

3094. Do you conceive that a commercial treaty with China would be best negotiated by the East-India Company, or by an ambassador, or any other party directly accredited by the Crown?—By an ambassador direct from the Crown.

Mr. ABRAHAM DIXON again called in, and examined.

Mr. A. Dixon.

3095. The witness requests he may be allowed to answer the following question, which was put to him on his former examination, on Tuesday the 9th of March instant:—What was the number of cloths exported by the free-traders in the year ending the 5th of January 1828?—Of British woollens, 30,289 pieces, and of Foreign 552; together, 30,841 pieces. In the 30,555 pieces, which I before stated to have been shipped in the following year, is included 1,414 pieces of foreign woollen cloth. This quantity of 30,555 pieces, exported by the free-traders to India alone, to the four ports only to which they have access, exceeds that of the East-India Company to both India and China, during the period, by fifty per cent.; their export, according to the papers laid before the House of Commons, having only been 20,370 pieces, in which, I believe, is included the cloth for the use of the army.

3096. You have stated that you had been engaged as a Blackwell-hall factor till the year 1822 in London, and that you are now engaged in the woollen trade as a manufacturer at Leeds?—I stated that I am now a foreign commission agent, and have been so for several past at Leeds and in Huddersfield.

3097. What was the name of your house in London?—Abraham Dixon and Company, and previous to that, John Thomas and Company.

3098. What is the firm of the house with which you are connected in Yorkshire?—I have no partner; I have been alone for some years.

3099. Have you been in the habit of supplying the Company with broadcloths?—During the time that I resided in London frequently.

3100. What is the process by which the Company buy those goods?—By public tender and contract.

3101. Did you find any difficulty in the dealings you had with the Company?—No.

3102. Are you aware that the Company buy their goods under a bye-law?—I am not aware of that.

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3103. Did you find that the Company fulfilled their engagements faithfully and honourably with you?—Perfectly so.

3104. You stated that there were certain fees forming a part of the contract, were they fixed fees or arbitrary fees?—They were always stated in the notice of the tender for the contract as fixed fees.

3105. Were there not fines imposed upon parties who failed to deliver a proper article?—There were.

3106. Have you ever been subject to those fines?—During my transactions with the Company I do not recollect that I ever had to pay one fine; but if I had, it was of a very trifling amount.

3107. Have you had any facilities given you by the Company, such as receiving money on discount before it was due?—Not during the time that I resided in London, but perhaps my partners might; but I am not aware of the fact.

3108. Are you aware that the Company are often in the habit of giving those facilities to persons with whom they trade?—I believe they do so when applied to for that purpose.

3109. Do you consider that an advantage?—Certainly it is an advantage.

3110. Do you apprehend that this mode of contract is disadvantageous to the Company?—I think so.

3111. In what respect?—In consequence of the fines and of the rejections, many houses are deterred from entering into the contracts: indeed many houses, to my knowledge, would not enter into the business at all, in consequence of the danger of rejections and being subject to fines.

3112. Did you refuse to supply the Company when you were engaged in that trade whenever an opportunity offered?—If those fines had not been imposed, we should have gone to a greater extent in our tenders for cloth to the East-India Company.

3113. But, to a certain extent, you were always willing to engage with the Company?—When we had not other employment for our manufactories in Yorkshire.

3114. Have you any means of knowing whether the Company have always thrice the quantity of goods offered to them for which they have occasion?—I believe that is frequently the case.

3115. Do you think that is any proof of the disadvantage, that the manufacturers labour under in dealing with the Company?—There are always people that are desirous of doing business. They would tender at a high price, that would cover the risk of fines and rejections.

11 Mar. 1830. 3116. Are you aware that the Company take the lowest tender?—I believe they do.
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3117. Have manufacturers access to the Company's samples, and are you furnished with portions when you desire to see them?—Yes.

3118. You stated that the overlookers are very strict in their examination, and there is no appeal from them?—So it is stated in the contracts.

3119. Are you aware that the Company occasionally take goods at a small reduction of price, which are not equal to the standard, in order to favour the manufacturers?—They do, I believe, sometimes.

3120. Were you engaged formerly with Hamburg and Amsterdam, and other places in Europe?—Yes.

3121. And you had also an establishment in the United States of America?—I had.

3122. Have you withdrawn from those establishments?—Yes.

3123. For what reason?—In the year 1826, the firm in London to which I belonged was unfortunate in business.

3124. To what causes do you attribute your losses in trade?—It arose from bad debts, made chiefly in this country, arising principally from our banking or agency business in London, in consequence of the great depreciation in the value of every description of property in 1825 and 1826.

3125. Was your trade to America profitable?—Yes.

3126. Were the dealings you had with the Company profitable, or otherwise?—To the best of my knowledge they were profitable.

3127. Are you at present interested in the house of Joshua Taylor & Co.?—No, not for many years past; not since 1822.

3128. Do you happen to know whether they have many dealings with the Company?—I believe they have.

3129. Are you aware of what became of the cloths that the Company rejected when you supplied them with a quantity, and when some were rejected?—About the year 1812 or 1815, or rather previous to the year 1815, they were generally sold to the Madagore merchants; since that they have been chiefly sold to the private traders for India and China.

3130. At any reduction in price?—Sometimes they have been sold at a reduction of price, and sometimes at an advance of price. Indeed, some of the cloths have been sent to America, and sold there to American China merchants.

3131. Were they sold at a reduction in price?—I believe generally those which were sent to America were sold at a profit.

3132. Are the Committee to understand that those that were sold and went to America realized to the manufacturer a larger

price than the Company would have given for them?—I am now only speaking of those we manufactured ourselves: they brought a larger price in America, but in London they were generally sold at a loss. For many years, the rule in disposing of articles of that description was to deduct from the cost of the day the cost charged by the Company for dyeing; that is, the cloth was sold dyed at the same price as if the cloth had been white, and then there was a considerable loss.

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3133. As you reside at Leeds, does it happen to fall within your knowledge, that when an application was made to the Company to relieve the distresses in the neighbourhood of Leeds, circulars were sent round, and offers were made to the Company to supply cloths to an extent much beyond their demand?—I am not aware of that.

3134. Are you aware what is the comparative cost price of woollen cloth in Leeds and in the West of England?—There has not been much difference; but I believe the Leeds cloths are a little cheaper.

3135. Then you are not aware that, in this particular instance, the Gloucestershire or West of England clothiers have under-sold the Leeds manufacturers?—I am not.

3136. Are you not aware of the fact of the Company having always offers for twice or thrice the quantity of goods that they have occasion for?—Not that that is always the case; that it is so sometimes, I have understood.

3137. Are the Committee to infer, that the Company's mode of business is encouraging to the manufacturer, by the quantity of goods that they offer?—It would appear so from that.

3138. Should you not conceive that a demand, equal in amount to the Company's demand for cloth, by the private trade, would be equally beneficial to this country as the Company's demand?—Certainly.

3139. Can you inform the Committee why the cost of the dyeing of the different colours in Yorkshire and in London differs so much, the material of dyeing being the same?—I believe the cause of the difference is chiefly this: the comparative small expense of coals in Yorkshire, and of rents and wages to servants; and also, for a number of years, the London dyers have been in the habit of charging much larger profits than the Yorkshire dyers are willing to do their business at.

3140. Are there many private manufacturers who dye in London?—I am not aware of any manufacturers living in London who dye in London, except the East-India Company; but there are a number of woollen warehousemen in London who occasionally have cloths dyed with the London dyers.

3141. Is there any other large company in London that export any thing like the quantity which the East-India Company do, and if so, do they dye in London?—The only public body that

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I am aware of is the Hudson's Company, who buy 400 or 500, perhaps 600 or 700 pieces of cloth every year, and I believe they have them dyed in London, at least they had some years ago ; whether they continue it or not I do not know.

3142. Is that a Company having also exclusive privileges ?
—Yes.

3143. Are the private individuals that have their cloths dyed in London, generally speaking, connected with the North or with the West of England ?—With both ; but they will never have them dyed in London if time will allow of their having them dyed in the country.

3144. Do you know what proportion the cloths bought by the East-India Company in Yorkshire bear to the cloths bought by them elsewhere ?—I do not.

3145. You were understood to state, that the risk of fines charged by the East-India Company, necessarily increases the price at which manufacturers can afford to sell to them as compared with private merchants ?—Yes.

3146. Then the higher price which the East-India Company are stated to give, does not act as an encouragement to the manufacturer, but only covers the increased risk ?—Exactly so.

3147. Did you mention all the fines charged upon the rejected goods ?—I omitted mentioning that which is levied upon the manufacturer in case the cloth should be rejected or delayed in the delivery, that is from 10s. to 20s. each cloth.

3148. Are not those conditions in the Company's contracts intended to secure a perfect investment ?—I believe that is the object.

3149. Do you think they have that tendency ?—I have no doubt but they have.

3150. But at a higher price ?—At a higher price.

3151. You stated, that when those rejected cloths were sold to individuals, the practice was to sell a dyed article at the same price as a white article ; will you state what proportion the cost of dyeing is to the prime cost ?—Some years ago the cost of dyeing was not so much in proportion to the price of cloth as it is at present, and I can only state the present relative values. " There are a variety of colours and they vary ; the white cloth would cost £6. 6s., and the cost of dyeing it blue would be £2. 11s. 6d. I should state in explanation, that the west-country manufacturers gave their factor, or at least gave me when I was a factor, the liberty of disposing of the rejections at the rate of which I am now speaking, but to do better if I could.

3152. Then the practice was to abate from the cloth the price of dyeing, which, under the circumstances stated by you, is about 33 per cent. ?—Yes ; I ought perhaps to state, in ad-

dition to what I have stated, that formerly, cloth which now 11 Mar. 1830.
cost six guineas cost about £20. I have not been in the trade
lately; there may be an alteration; the manufacturers may not
at this time be willing to make such a sacrifice; indeed, so great
a sacrifice as that would not be necessary now. Mr. A. Dixon.

3153. When the cloth cost that price, was the dyeing proportionably high?—By no means.

3154. Do not the Company's tenders vary very much from each other from time to time?—In the different descriptions of cloth they do, but not for the same description of cloth; they have been very much the same for each description of cloth for many years; I believe since 1813 or 1814.

3155. What is burling, for which a charge appears to be made on the part of the Company?—Burling is the operation of picking out any foreign substance which may adhere to the cloth.

3156. What is the charge made by the cloth drapers of the Company for burling on super cloth?—2s. per piece.

3157. What is the amount of the fee upon that species of cloth?—6d. per cloth.

3158. Have you a copy of one of the Company's contracts for cloths?—There are three different descriptions of contracts for the different descriptions of articles. I have one here which is dated on the 15th of April 1829, which is the notice of a tender or contract for 2,000 whole pieces of white list cloths, that is, cloth used for the army in India.

3159. Will you deliver in that contract?—

[The witness delivered in the same, which is as follows:]

"Gentlemen: *East-India House, 15th April. 1829.*

"I have the orders of the Committee of Buying and Warehouses of the East-India Company to acquaint you, that the Committee are ready to consider tenders for supplying white list cloths A, to be delivered on or at any time before the 31st of July 1829. The quantity wanted is about two thousand whole cloths.

"2. The quality of the cloth must be equal to the Company's standard sample A. Each cloth must be of the length of forty-eight yards, and be six quarters wide within the list; must weigh 66 lbs., and have no dyed head. Intending contractors will take especial notice, that these conditions will be strictly required to be fulfilled. Positive orders are given to the Company's overlookers not to pass any cloths of inferior wool, or worse weaving than the standing sample. The cloths must not be pressed.

"3. Each cloth must be made with a dyed middle mark, which middle mark must be placed exactly in the centre of the cloth; and dyed with indigo, and not logwood. All cloths of which the two halves shall have been separated will be rejected: as will all cloths of which the list may be unduly heavy or wide.

"4. Every piece must be fit to be dyed Aurora; and the attention

11 Mar. 1830. of the manufacturer is in an especial manner called to this circumstance.

Mr. A. Dixon. “ 5. In case any of the cloths shall not be delivered within the time specified in the first clause, or, having been delivered and rejected, shall not be replaced with approved cloths within the period stated in the same clause, the contractor shall pay to the Company, as and by way of liquidated damages, the sum of ten shillings for each cloth which shall so not be delivered or replaced. The contractor must be careful to make early deliveries, in order that he may replace any rejections within the time limited; or he may send in a surplus to meet the contingency of rejections, but this must be done on or before the day appointed for the completion of the contract.

“ 6. The goods will be subject, as usual, to the inspection of the Company’s overlookers, whose decision shall be final.

“ 7. Payment will be made upon Thursday the 24th of September 1829, deducting the liquidated damages, if incurred, and the usual office-fee of sixpence per whole cloth. Contractors are also requested to take notice, that the sum which has been paid to the cloth-drawers for burling, viz. one shilling, is not to be paid directly, as heretofore, to those persons, but the same sum will be received by the Company for and on account of the cloth-drawers, and will be deducted from the manufacturer’s bill of parcels.

“ 8. Cloths which may be found by the dyer, at the time of washing, or in preparation, to be defective, shall be immediately replaced by the maker with good cloths, and the maker shall pay the amount of all charges incurred; but the Committee distinctly give notice, that if it shall be discovered that any person has disguised oak-stained cloths with fullers’-earth, whitening, or other substances, so as to deceive the Company’s overlookers, the Company will not enter into any future engagements with such persons, although he may offer goods at a low price. And as it often happens that cloths prove unfit for consignment to India upon their final inspection in the Company’s warehouse, after being dyed, owing to some original defect in the cloths not before discoverable, it is hereby made a condition, that the maker shall repay to the Company the cost of such cloths, with all charges; such defective cloths being, after payment, returned to the maker.

“ 9. Complaints having been made by the overlookers of the foul and burley state in which cloths are often found after dyeing, owing to neglect in manufacturing, such cloths will be returned upon the manufacturer, who will be required to repay to the Company the value thereof, with all charges incurred thereon.

“ 10. Very material inconvenience having been experienced from the imperfect manner in which the cloths are marked and numbered, it is the particular desire of the Committee that each maker cause his name and the number to be worked-into the cloth in a very distinct manner, with linen or cotton thread, and the christian name must be put at full length. The Committee will return to the manufacturer any cloths which may be found defective in these points.

“ 11. No charge is to be made for carriage to London, nor for cartage to the Company’s warehouse; the cloths will not be taken into the warehouse in whole bales, but be unpacked in the warehouse yard, and counted singly into the warehouse. The wrappers must be taken back immediately, as the Company will not be answerable for them.

“ 12. Each maker must name an agent in London, to deliver the

cloths, to take back the rejected goods, to make out bills of parcels, and to do all other needful business. 11 Mar. 1830.

"13. If the maker shall not find it convenient to receive the payments himself, he must give a regular power of attorney to some agent to receive the proceeds.

Mr. A. Dixon.

"14. Should it suit you to make an offer, you will please to attend to these conditions, which will be strictly observed on the part of the Committee; and you will please to adopt the annexed form of a letter, without any variation.

"15. If your answer shall not be received at the office of the Committee of Buying and Warehouses in the East-India House before 11 o'clock of Wednesday the 29th April 1829, you will be considered to have declined to manufacture for the Company at the present time. Many persons not having been careful to send in their offers at or before the time appointed, it is positively ordered that no tender be received after the above-mentioned hour; and it is desirable that manufacturers, having delivered a tender previous to the time limited, should abide thereby, and not cancel or alter the same by any new letter, such practice being highly objectionable.

"16. All goods which may be delivered in consequence of the present circular, will lie at the Company's risk in case of the calamity of fire.

"17. The Committee reserve to themselves the right to reject any proposals which they may deem to be unreasonable, although such proposals may appear to be the lowest and most advantageous which may be offered.

"18. All persons making tenders are required to seal up their tender, addressed to the Committee of Buying and Warehouses, and to write upon the outside, '*Tender for white list cloths.*'

I am, Gentlemen, your humble servant,
WM. SIMONS."

3160. Will you state what conditions in that paper you consider objectionable, and which tend to increase the price of the article?—The sixth, eighth, twelfth, and thirteenth clauses.

3161. The sixth is, that "the goods will be subject as usual to the inspection of the Company's overlookers, whose decision shall be final;" what objection have you to that?—There is no appeal from it.

3162. What is your objection to the eighth?—The eighth clause is, that "cloths which may be found by the dyer at the time of washing, or in preparation, to be defective, shall be immediately replaced by the maker with good cloths, and the maker shall pay the amount of all charges incurred."

3163. Do you consider that unreasonable?—No, I should not consider it unreasonable in itself; but circumstances have taken place, arising out of this, which have been very objectionable. I have known cloths sent back by the dyer, and the faults which were pointed out as being in them, I am very certain took place

11 Mar. 1830. in the dye-house, and were not in the cloths when they went to be dyed ; but it would be a most difficult matter to prove it.
Mr. A. Dixon.

3164. Are the cloths inspected after dyeing?—They are inspected previous to dyeing ; but it was so difficult a matter to bring it home to the dyer, that the manufacturer was obliged to take the cloth and submit to the loss.

3165. Then you object to the double inspection?—Yes.

3166. What is the next objectionable clause?—The eighth clause goes on to say, “ But the Committee distinctly give notice, that if it shall be discovered that any person has disguised oak-stained cloths with fullers’-earth, whitening, or any other substances so as to deceive the Company’s overlooker, the Company will not enter into any future engagements with such person, although he may offer goods at a low price. And as it often happens that cloths prove unfit for consignment to India upon their final inspection in the Company’s warehouse after being dyed, owing to some original defect in the cloths not before discoverable, it is hereby made a condition that the maker shall repay to the Company the cost of such cloths, with all charges ; such defective cloths being after payment returned to the maker.” Now, I have known instances where cloths have been suffered by the dyer to remain in his possession before they were sent to be tendered, and during that period they have shrunk up so much that it was impossible to get them out to their original width, and in consequence of that cloths were returned to the manufacturers, whereas if the dyer had sent them to the sector to be tendered immediately, that would have been avoided.

3167. Did you find these grievances the last time you dealt with the Company?—I found them occasionally.

3168. But you continued to supply the Company notwithstanding you felt those grievances?—Certainly.

3169. Will you state your objection to the twelfth clause?—The twelfth is, “ Each maker must name an agent in London to deliver the cloths, to take back the rejected goods, to make out bills of parcels, and to do all other needful business.” There is nothing objectionable in that on the part of the manufacturer, so long as the Company are willing to pay the additional price for the goods.

3170. Your objection is, that he is obliged to add to the value of the cloths that which he pays for agency under that commission?—Yes. The thirteenth is, “ If the maker shall not find it convenient to receive the payments himself, he must give a regular power of attorney to some agent to receive the proceeds ;” that power of attorney is also attended with expense, which the private traders are not subject to.

3171. Do not the Company permit any person who is named by the manufacturer as agent to deliver a charge of his goods,

to receive payment for you if you wish?—Not without a power of attorney. 11 Mar. 1830.

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3172. What is the expense of a power of attorney?—I think it is about 30s.

3173. On those occasions on which you contracted with the Company could you have supplied another party besides the Company with cloths of the same quality at three per cent. less than you did the Company?—Yes.

3174. You would have done it?—My house in Yorkshire would have done it, because they would not have been subject to the charge made in London.

3175. Do you mean to say that you would have sold the cloths in Yorkshire at three per cent. less, or that you would have delivered them in London at three per cent.?—Either, it makes no difference.

3176. Would you have delivered them in London to another party at three per cent. less?—Yes.

3177. Then the risk of receiving a bad article would be transferred from you to the purchaser of the goods?—Yes.

3178. Is it sufficient to give one general power to your attorney in London to receive money for you, or must there be a special power for each contract?—Not for each contract.

3179. So that one general power enables your agent in London to act for you for ever?—For ever, so long as he continues your agent.

3180. Do not you conceive that one of the great hardships in the inspection of the Company's overlookers is this, that in dealing with private individuals both parties concur in forming a judgment upon any dispute as to quality, whereas in the case of the Company they are obliged to abide by their decision without any referee of their own?—Yes.

3181. Are you not aware that those overlookers are persons trained up from boyhood to manhood in the business, and that their character is established by long practice?—Yes.

3282. Do you know any instances in which they have been complained of, or considered as dealing unfairly with the manufacturers?—During the time I had transactions with the Company, I never had occasion to complain in any one instance.

3183. And you thought the inspectors dealt fairly between the manufacturers and the Company?—Yes,

3184. Were you obliged to give any fees to them for inspection?—No.

3185. Do you consider that the character of the trade requires so strict a scrutiny into the quality of the goods as the East-India Company make?—I should think not.

3186. Is it not the case, that cloths furnished for army purposes, and delivered to the storckeeper, pass through the same

11 Mar. 1830. ordeal, and there is no appeal from that export as it is called?
 —No, the ordeal is not the same; they do not impose any fines upon rejections.
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3187. On what term of credit do you sell to individuals?—That depends upon the agreement made with the party at the time; sometimes for cash, sometimes they buy at two, or four, or even six months, or even longer than that.

3188. When you sell at a credit of three months, what would you charge upon the *del credere* account to indemnify you for the risk?—A manufacturer selling goods does not consider that he is running a risk adequate to paying any *del credere* commission for it, in selecting parties whom he thinks are perfectly safe.

3189. Do you mean to say, that if you sell merchandize to parties at three months' credit, you should consider the value of the risk as nothing of their stopping payment?—No; I should not say so.

3190. What do you consider the value is?—The value might be one per cent.

3191. Should you consider that you were incurring a risk of one per cent. if you sold your merchandize to the Company?—No, I should not.

3192. Then it may be assumed, that it is one per cent. more to your advantage to sell to the Company so far as that goes?—Yes.

3193. Supposing you were to sell goods upon the average of customers at six months' credit, would not you consider the guarantee of bad debts to be worth three per cent.?—Two and a half or three per cent., selling them at six months' credit.

3194. Supposing you were in regular dealings with a house of great respectability and credit, should you think it necessary to charge a percentage upon the cloth delivered because there was not immediate payment?—Not beyond the interest.

3195. When you stated that there would be a difference of three per cent. charged to the Company upon the cloth delivered to them above that supply to private merchants, did you then contemplate cloths in a white state, or in a dyed state?—In both; but I think I stated three or four per cent.

3196. If you made your sale to a house of substance and character in London, or if you had a credit assigned to you on any banker in London, should you think, in that case, that the risk of debt would be equal to two or three per cent.?—Certainly not.

3197. When you speak of the *del credere* with respect to the manufacturing trade, are you not rather speaking of the risk attending the selling to an ordinary retailer of manufactured goods?—I considered the question to apply to the general risk of business.

Luna, 15^o die Martii, 1830.

Mr. ABRAHAM DIXON, being in attendance, was again 15 Mar. 1830.
called in, when he requested permission to give in the follow-
ing explanation to his former evidence. *Mr. A. Dixon.*

THE Statement which I gave in my evidence to this Committee on Tuesday last, the 9th day of March instant, in regard the falling-off in the East-India Company's exports of woollens to China, though correct, is not sufficiently explicit; for I find on closer examination, that it would have given a better idea of their real situation to have made other divisions of time in taking the annual averages, which would have shown, as the truth is, that since 1819-20 the consumption of British woollens in China has increased. I now beg to deliver in a Statement, showing this to be the case.

[*The witness delivered in the same, which was read as follows :*]

"From the years 1809-10 to 1813-14, both inclusive, the average number of pieces of woollens imported into Canton by the East-India Company was..... Pieces 248,616

"From 1814-15 to 1819-20, the average for these five years was only..... 168,095

"Showing a decrease of pieces, or about 33 per cent..... 80,521

"In the eight years which have elapsed since the Americans came into competition with the East-India Company, or from 1820-21, the first year in which the Chinese market was opened in competition with the East-India Company, till the year 1827-8, the average number of pieces of woollens yearly imported into China by the East-India Company amounted to 179,274

"Or, had increased in quantity beyond the five years previous to American competition nearly seven per cent. or ... 11,179

"TOTAL IMPORTS of Woollens into Canton."

	By the East-India Company.	By the Americans.	Total.
	Pieces.	Pieces.	Pieces.
1825-26	212,346	23,159	235,505
1826-27	231,529	26,977	258,506
1827-28	123,317	27,176	150,493
		3)	644,504
Or average yearly importation			214,834

15 Mar. 1830. " This shows that the import into Canton in these three years, compared with the five preceding, *viz.* 1820-21 and 1824-25 inclusive, had increased nearly 25 per cent.
 Mr. A. Dixon.

Pieces.

Export:—1820-1.....157,401	} 5) 867,004	173,400 - annual average.
1821-2.....172,320		
1822-3.....136,768		
1823-4.....221,814		
1824-5.....178,701		

" And when compared with the six previous years, *viz.* 1814-15 and 1819-20 inclusive, the increase of the three years, 1825-6 to 1827-8, was upwards of 30 per cent.

Export:—1814-15.....224,632	} 6) 990,733	165,122 - annual average.
1815-16.....161,568		
1816-17.....175,801		
1817-18.....133,761		
1818-19.....144,717		
1819-20.....150,254		

" The decrease of the Company's exports of woollens from this country to China commenced much earlier than the interference of the Americans; for on referring to the papers laid before Parliament, I find that from 1803 to 1808 inclusive, the exports of the East-India Company to China was never short of £1,000,000 sterling, and averaged for these six years £1,128,557, but began to fall off materially in 1809.

" From 1809 to 1813-14 inclusive, the value of all other articles, exclusive of woollens, exported to China, averaged under £150,000 annually.

" The total exports since that period have never equalled the amounts now quoted, with the exception of 1828, and for the last nine years have been as follows:

	Woollens.	Other Manufactures.	Total.
	£.	£	£.
1820	713,683	33,353	747,036
1821	722,461	141,699	864,160
1822	623,259	46,230	669,489
1823	674,525	33,462	708,047
1824	532,221	79,918	612,139
1825	652,047	92,811	744,858
1826	756,968	95,062	852,030
1827	413,422	80,393	493,815
1828	618,412	245,082	863,494

" From 1809 to 1811 inclusive, which were years of war, the exports were as follows:

1809.....£971,360	} 3) 2,692,596	897,532 - annual average.	15 Mar. 1830. <i>Mr. A. Dixon.</i>
1810..... 825,097			
1811..... 896,139			

“Or, upon an average, of the yearly value of £897,532, being a falling off, on the average of the six preceding years, of upwards of 20 per cent., the exports of these years having been—

1803..£139,184	} 6) 6,771,287	1,128,557 - annual average.
1804..... 202,607		
1805..... 050,424		
1806..... 155,103		
1807..... 142,120		
1808..... 081,849		

“From the years 1812 to 1819, the Company's exports of woollens to Canton were as follows :

1812 { I have not been able	} 6) 4,258,319	709,719 - annual average.
1813 { to procure the amounts		
1814 { for these two years.		
1814.....£829,070		
1815..... 705,032		
1816..... 858,164		
1817..... 624,128	} 709,719 - annual average.	
1818..... 673,297		
1819..... 568,628		

“The average yearly value is £709,719, being more than 20 per cent. less than the average exports from 1809 to 1811 inclusive, and more than 37 per cent. less than the average exports from 1803 to 1808 inclusive.”

JOSHUA BATES, Esq. called in, and examined.

3198. You are an American?—I am.

3199. How long have you been in this country?—I have been fixed here about ten years.

Joshua Bates,
Esq.

3200. Have you been for some years an agent for the trade of some American houses in this country, and are you at present a partner in the house of Baring, Brothers, and Company?—I am. I was agent first for an American house connected with the East-India trade; afterwards as partner of the firm of J. Bates and John Baring, who had the management of the business of an American house, more particularly connected with the China trade; and lastly, as partner in the house of Baring, Brothers, and Co. in the same trade.

3201. Have you been acquainted with the general trade of America with India and with China?—For the last twenty years I have been constantly in situations that placed me immediately in connexion with that trade, both in America and his country.

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*Joshua Bates,
Esq.*

3202. Has the China trade been carried on by the Americans generally by different houses, or has it not within these few years got into the hands of a very few houses?—Several years ago (say twenty years ago) it was in the hands of a very few: the number increased; and three or four years ago there were a great number trading to Canton, of which many have failed; and now I should say that the number is small again.

3203. Have not your friends carried on a large portion of the New England part of that trade?—I should think they have the largest portion by far.

3204. Should you say more than one-half of the whole?—I think at times one-half of the whole.

3205. Has not that trade consisted in shipments from America to China by themselves in shipments from Europe to China under your direction, and then in returns from China to America and to Europe?—That has been the course of the trade.

3206. By whom is the business conducted in China?—For twenty years it was conducted by Mr. Cushing, who was a partner in the American house; for the last two years it has been conducted by a Mr. Forbes, who, I am sorry to observe by the last accounts, was drowned at Macao.

3207. Were those persons partners in the American house, or were they there acting on commission?—They were partners.

3208. So that it is an American house, with an establishment of partners in China, who carry on the trade there?—Yes; it is an American house, with partners in China and America, and agents in Europe.

3209. And they do not conduct it through any agency in that country, other than that of their partners?—None other.

3210. You state Mr. Cushing to have been twenty years in that country; is he at present in England?—He is.

3211. Do you not understand that he objects to appear as a witness before the Committee?—He expressed his unwillingness to me to appear, and decidedly objected to come, unless the laws were such as to compel him.

3212. Did he assign any reason for so objecting?—He assigned a reason to me confidentially.

3213. In this country, in what quality do you act, as agent for this trade; have you any interest in the trade itself, or do you act merely on commission?—We have no interest whatever; we are merely commission merchants.

3214. So that neither you nor they can have any interest in the profit or loss which may arise in the trade beyond your charge for agency?—None.

3215. Has that been the case throughout your agency?—Always.

3216. What portion has the house of Perkins and Company in China had of the American trade from China to Europe?—I should say for the past year, one-half.

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Joshua Bates,
Esq.

3217. In whose hands principally is the other half?—Of different merchants; some residing at Boston, some at New York and Philadelphia.

3218. Does not Mr. Brown of Liverpool represent a large portion of the remaining half?—The shipments from Liverpool I conceive to be returned to Philadelphia, not to come into the trade from Canton to Europe. The course is from Liverpool to Canton, and from thence to Philadelphia. They have, I believe, shipped very largely of British manufactures.

3219. Have you any statement of the whole amount of the American trade in China?—Here is a statement of the amount of it in value, from 1815 to 1826, both exports and imports.

3220. Will you be so good as to state by the year the amount of the American exports from China in the year 1820, 21?—Four millions of dollars.

3221. What was the amount of the imports in that year?—Four millions of dollars.

3222. What was the amount of the exports and imports in 1826-7?—The amount of the exports is 4,300,000 dollars, the imports 4,200,000.

3223. Can you state the amount in 1827-8 and in 1828-9?—I can state the amount in quantity, but not in value.

3224. Can you state whether in 1828-9 there is an increase or a diminution upon 1827-8?—There were exported from Canton in 1826-7 to the United States, 102,000 chests of tea; in season 1828-9 there appear to be 80,000.

3225. Can you state what was the amount which the American houses sent to Europe?—In 1828-9 the shipments to Europe were 14,000 chests.

3226. Besides the trade of the Americans to America and to Europe, do they carry on any China trade to any other parts of the world?—There is some trade to South America and to the Sandwich Islands, to Manilla, and to the north-west coast of America.

3227. Have they a considerable trade to the Brazils?—Now and then they have a ship to Brazil, touching at Buenos Ayres, not to a very large amount.

3228. Do not the Americans carry on nearly the whole of the China trade with the different new governments of South America?—I should think they probably did carry on nearly the whole.

3229. To what cause do you ascribe the falling-off of the trade in the year 1826-7?—It had been overdone very much. Some persons in the United States had conceived the project

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of a monopoly in the trade, and even went so far as to suppose they could run a ship to Canton every month: the prudent traders to that part of the world retired, and those who carried on the business in this way were soon ruined.

3230. Has it not been for some years an unprofitable trade?—It was not unprofitable previous to those operations of individuals who attempted to drive others out of the trade.

3231. By what means were they to drive others out of the trade?—They thought that they could import so much tea, and that they had such superior skill in judging of it, or in assorting it, that they would drive out the old traders, and thus get possession of the business.

3232. Did they succeed in that attempt?—They all failed; all who attempted to transact business in that way.

3233. Was there not a great deal of money lost in the American China trade for some years?—The regular traders to Canton never have lost much. It was a blank business for a time; but they are all wealthy people now; they do not appear to have suffered much from it.

3234. Has that trade revived since?—I do not think it has become to the same extent as it was.

3235. Is it more profitable than it was?—I have understood that last year the chief business, which is in manufactured silks, was not profitable.

3236. Was the tea trade profitable?—The tea trade was fair last year, so far as I am able to judge.

3237. Can you state the proportion of the tea exported from Canton by the Americans as compared with the East-India Company's exports?—The Company have, to the best of my recollection, exported 330,000 chests, or 300,000 or 350,000, as the season may be, and the Americans 120,000 or 125,000.

3238. Should you say, upon the average, that the American export of tea is about one-third that of the Company?—I should think it was more than one-third. The consumption in the United States is about 7,000,000 of pounds, that is, about one-fourth of the Company's exports: that does not include the shipments by American vessels, from Canton to Europe.

3239. Have you any means of stating a proportion of the whole trade of tea in China as between the Americans and the Company?—The 14,000 chests mentioned as shipped from Canton to Europe in 1828-9 were all shipped by Perkins and Company: but they did not all come in American ships; there was one Dutch ship and one French ship.

3240. Adding that to the other amount you stated, what is the whole amount of tea shipped by Americans from China?—That would make 94,000 chests.

3241. What proportion does that bear to the Company's ex-

ports?—The consumption in England appears to be about from 25,000,000 to 28,000,000 of pounds. I have that information here for several years, but I cannot now recollect where I procured it, therefore cannot rely on it. I have the prime cost of the Company's teas at Canton from 1809 to 1829. In the 1818-19 season, there appears to have been brought 21,000,000 of pounds of teas; and in 1819-20 there appears to have been sold in London, 29,000,000.

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3242. Of the whole of the American trade, what proportion is conducted by your correspondents?—That varies from year to year; but I should think last year one-half nearly.

3243. One-half of the American consumption, and one-half of European, or one-half of the whole trade?—One-half of the whole American trade, and all the European trade in the supply of teas, except what the Dutch Company have.

3244. Have Messrs. Perkins a large establishment at Canton for the transaction of this great business?—I believe they have only Mr. Forbes, and a lad of fifteen or sixteen years of age: they have of course servants besides.

3245. Do they derive their compensation from a share in the profits, and not from any charge they make for agency?—That is the way in which it is arranged, I believe.

3246. Have you at present any homeward-bound ships under your management, either expected or arrived?—No ship has arrived from Canton this season, and we cannot know whether we have any ships coming.

3247. Had you any last season?—Last season we had a great number of ships to Europe.

3248. Did they come direct from China to Europe?—They came from China to Cowes, and a market.

3249. By coming to Cowes and a market, you mean that it is the practice of the American trade to stop in any port in the Channel for orders from their correspondents in London, who direct them to the best market, according to their estimate of the European markets?—That is the object of coming to Cowes.

3250. Those ships having so come to Cowes and a market, where were they sent by you?—They were sent, one to Rotterdam, one to Amsterdam, and two to Hamburg. There were two other ships, a Dutch and a French ship, which went direct, it being necessary, in order to secure the lower duties, which are payable on direct importations in ships of the country.

3251. Have the adventures of which you speak been profitable?—I should say that the returns of teas generally are not profitable.

3252. Do you mean not profitable, taking their invoice cost

15 Mar. 1830. in China?—It has always been very difficult to make a par remittance in teas.

Joshua Bates,
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3253. Have the teas of the last year not been profitable?—Last year I should say they have paid very well; I cannot speak from very precise knowledge of it; the year before they were losing.

3254. But, generally speaking, have not the house in China considered that the outward shipments have been the shipments which have given the profit, and they have looked to the teas rather as means of remittance home?—I cannot say what may have been their views with regard to it, but I should judge that it was so considered.

3255. Has not that, upon the average of years, been the general result of the trade?—I cannot speak as to the result, not having the winding up of the business; but I judge, by its continuing, that it has been satisfactory as to the result.

3256. If the general result has been satisfactory, and the remittance of teas home has been rather losing, must not the outward adventure, of necessity, have been profitable?—I should draw that conclusion from it, certainly.

3257. Are you acquainted, by communication with your correspondents, with the manner in which they transact their business in China?—I have had a good deal to do with the people connected with the China trade for a long time, and have had several friends established there, and from them I have learnt something of the way in which they do their business there.

3258. Do you know whether they trade with the Hong, or with the outside merchants?—I believe they trade with one or the other, as it may be most for their interest.

3259. Do you know practically whether it has been found most for their interest to trade with one or with the other?—I believe, for large operations, they have found it most advantageous to deal with the Hong merchants.

3260. Do you suppose that a greater portion of the American trade goes through outside merchants than of the English trade that goes to China?—I should think it did.

3261. Do you know whether those outside merchants with whom they trade are merchants of substance?—Some of them, I have understood, are.

3262. But that they trade generally as they find they can do so to the best advantage?—Yes.

3263. Did you ever hear that they found any difficulty in securing their ships?—I never heard of any. I always understood it was a place where it was the most easy to transact business of any place in the world.

3264. Did you ever hear of any difficulty in procuring tea?—No.

3265. Is not tea considered an article of which almost any quantity can be procured there?—I cannot speak, except from conversation with others. I have always understood that every body in China drinks tea, and therefore, of course, the quantity which is exported must be very small in comparison with the whole.

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Esq.

3266. Is there not always a great abundance of tea in the market?—There are generally 50,000 or 60,000 chests remain over.

3267. Is not it very frequently a condition made by the Chinese in taking goods outwards, that the person dealing with them shall take tea?—I should think that a person who managed his business well would not make any arrangement of that kind.

3268. Is not tea an article which generally is superabundant in the market?—I believe the Chinese understand pretty well the wants of foreign countries; they endeavour to bring forward the quantity that is wanted, and very little more.

3269. Do you understand that Messrs. Perkins make their purchases from the Chinese on as good terms as the Company?—I have no doubt they do for their contract teas, whenever they make contracts; but I should suppose that they make their purchases to better advantage by taking any and every opportunity, according to the fluctuation of the market.

3270. Do you consider therefore, that not confining themselves always to contract, but by purchasing sometimes by contract, and sometimes in the open market, they buy, upon the whole, on better terms than if they did the whole of their business by contract?—Undoubtedly. The contract price of tea has not varied but very little for a great number of years, not more than 1*d.* or 2*d.*, but they frequently fluctuate 40 or 50 per cent.; they fall that much.

3271. Do you mean that they fluctuate between the contract-price and the market-price, when the contract is over?—The prices fall from November to February. Frequently the teas which are thus sold are not the same sort of teas; but teas that are sold at certain prices in November would sometimes be bought at 20, 30, or even 50 per cent. lower in February.

3272. What do you mean by the teas not being of the same sort?—There may be some among them of the same quality as the contract teas which the Company take, but the greater portion of them are inferior teas.

3273. Are they the rejected teas of the Company?—Probably the Company never saw them; they are not of a quality that they would look at. But sometimes, I believe, the Company make purchases of those teas, picking out the best of them.

3274. Is there not a considerable quantity of tea always in the market that has never been offered to the Company at all?—I should think there was a great quantity.

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3275. Do you consider the quality of the Company's tea better than the quality of the tea exported by Perkins and Company? —Better, generally speaking. The qualities which are bought for this market will not answer for other markets; other countries will not pay a price to compensate for the finer qualities, particularly of black tea.

3276. Is the quality suited for the American market superior or inferior to the quality suited for the English market?—I should say that the black teas were inferior, but the green teas are of equal quality, and being used fresh there, they appear to be better than in England; they have rather more flavour, perhaps.

3277. How is the quality of the tea exported by the Americans for the continent of Europe; is it better or worse than the Company's teas?—Sometimes they have taken the same quality as the Company, but it will not answer; they will not pay a sufficient price for it on the Continent.

3278. Generally speaking, what is the quality suited for the Dutch market?—It is of a middling quality, not so good as the Company's, and not very bad.

3279. So that if you saw the price of any denomination of tea, taking congo or souchong for instance, in London and Amsterdam, you would not consider a mere comparison of the prices for a given denomination of tea as any proof of the relative dearness or cheapness in the two countries?—None whatever.

3280. How are the qualities that suit the German market as compared with England?—Qualities similar to those used in Holland.

3281. And the French market?—The French market requires better tea than the German: they are willing to pay for good tea.

3282. It is equal to the English?—Equal. Teas will find buyers there at prices in proportion to their quality.

3283. The average quality, therefore, of the black teas shipped by the American house at Canton is upon the whole inferior to that of the India Company?—I should say decidedly so.

3284. Can you state the per-centage of inferiority between the teas suited for the Dutch market and the English market?—I have before me an invoice of contract teas, the same as the Company's ship, in which I see souchong is put down at 35, 37, and 39 taels, and there are other souchongs that cost 23.

3285. Should you say that the souchong bought at 35 was of the Company's quality, and the other at 23 was of the inferior quality, which you have described as suited to the Dutch market?—The Chinese always fix prices for three different qualities—the first, second, and third; and this being the cost of contract souchong, that would be about the price at

which the Company would have contracted at that particular time: the other I can only suppose to be inferior tea from its price.

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3286. Has the house in China any difficulty in getting whatever quality they please in the market?—I am not aware that they have any.

3287. If, therefore, they take a cheaper sort of tea for any particular market, does it not arise from a choice of theirs, and a desire to accommodate themselves to the peculiarities of different markets, not from any difficulty of obtaining finer teas if they paid the price?—They experience no difficulty in procuring the finer teas. They frequently do ship them; and the shipping of a middle quality is as a matter of interest entirely, because they can gain more by that quality than by the other.

3288. It is presumed that one of the calculations of a merchant is to assort the qualities of his article according to the demands of the particular markets?—That is the practice of all merchants, I believe.

3289. Do you know whether among the Company's teas the same denominations have the same prices, or are there not variations of price for teas of the same denomination?—I should think there must be variations for different chops.

3290. Then all their souchong, for instance, is not of one given price?—Certainly not; it must vary according to the quality.

3291. So that the Company here gives us some superior and some inferior teas of the same denomination?—Of some particular kinds there certainly is inferior tea; but I should think that it would be hardly right to say that they give you inferior and superior: they give you superior and middling tea.

3292. If there were a free trade of tea to this country, do you think that the consequence would be that we should get more of the inferior and less of the superior than we now get?—I think the high duties in this country serve to prevent any inferior article from coming here for consumption.

3293. If the duties are *ad valorem*, does not that do away with that objection?—Still it would have the same effect.

3294. Did you ever see what is sold for tea in any of the towns or villages of this country?—I have certainly tasted inferior tea.

3295. Did you ever see in America any thing so bad as that which is sometimes sold in this country?—I do not think I have seen any so bad. But I do not think it is tea; I think it is an adulteration with gooseberry leaves, or something of that kind.

3296. Would not there be less of that adulteration if there were brought to this country some of the lower qualities of teas?

15 Mar. 1830. —It would depend upon how brought. If the price was brought down so that the object would be trifling, there would be no adulteration, I should think.
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Esq.

3297. You think there would be less inducement to adulterate the low-priced teas than the higher?—Certainly there would be.

3298. Do not the Americans usually carry on their trade in their own ships?—They do.

3299. The business of merchant and ship-owner are not separated, as they are in this country?—No, they are combined.

3300. Does not that make it rather difficult to ascertain the precise value of freight in America?—No; there are many ships that go on freight of course; it is a thing established as much as here.

3301. Can you state to the Committee what would be the amount of freight from America to China and back or from America to China and back to Europe?—They go generally in ballast. A ship-owner, within two years, offered to furnish first-class ships at 30 dollars per ton, that is about £6. 10s. to go from America, to load teas at Canton, and return to Europe or America; they would take out any cargo that the freighter might wish to send.

3302. You mean that the party engaging the ships would have a right to fill her to any extent he might wish, out and home?—Yes.

3303. But the habit of the trade is such that there is very little freightage out?—Yes.

3304. Upon the average what time does that voyage take?—Upon the average about eleven months. Many go in ten months, but it is fair to calculate a year.

3305. Are you speaking of ships of the first class?—Of the first class.

3306. Are they ships in which you would trust valuable commodities, requiring to be kept dry, as soon as you would in any of the ships of the East-India Company?—Certainly; ships cannot be built stronger or better.

3307. Would you say that they were perfectly suited to the safe conveyance of a delicate article?—Certainly.

3308. Should you think them as little liable to sea average as any other ships?—I should think they were less liable to it, perhaps, than any other.

3309. What size are the American ships generally?—Four hundred tons is about the size.

3310. Are those considered better for the trade than larger or smaller?—I think they have been found in most trades to be the most economical size; that is, to carry the largest cargo at the smallest expense.

3311. Do you know how many men an American ship of 400

tons going to China is manned with?—I do not remember whether it is eighteen, or nineteen, or twenty, but the entire number of persons on board is between those.

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Esq.

3312. What is the ordinary rate of premium on insurance?—The premium has been two and a half per cent. at Lloyd's for a voyage out from London to Canton in an American ship; I think it would be two per cent. if the insurance were now to be done here.

3313. Is that on goods or on specie?—On goods; on specie less.

3314. Do you find any difference in the insurance upon an American ship that goes out from here and a Company's ship?—There is a difference in the rate of insurance, but I think it ought not to be. I observe that on the Company's ships they pay three per cent. for the voyage out, and on the American ships I think it could be done at two. There is not much insurance done on Americans here; but it should be considered that the Company's ships stop at various places to land stores, perhaps go by way of Madras or Calcutta, and therefore, although I think three per cent. is too much for them, it is not, on the whole, so far out of the way.

3315. Can you state the comparison between the American ships and the Company's ships that go direct from London to China without stopping?—I believe they charge that sum when they go direct. There is something about it which I think I do not understand; there must be some clauses in the policy, otherwise I am sure three per cent. never would be paid. There cannot be better ships, and commanded unquestionably by men of first-rate abilities, and it is very rarely any accident happens to them. The rate of premium appears to me unaccountable.

3316. Do you say confidently, that that rate of premium does exist?—I am sure it exists, and it has surprised me frequently.

3317. Do not you think it may be ascribed to the fact, that with respect to large ships, however well constructed, their going out and coming into harbour is always a more difficult operation than with ships of a more moderate size?—Unquestionably it is; but in those long voyages there are only two ports, one to leave and one to make, and those are such as are easily made. I do not think that hazard is material.

3318. You have stated the premium at Lloyd's; what would be the same premium done in America?—I think they have even gone so low as one and a half per cent. from the United States to Canton direct.

3319. What is the premium out and home from the United States?—Perhaps three to three and a half.

3320. Would it be the same from America to Canton, and back to Cowes and a market?—It would depend on the season, in some degree; if the voyage was to end late in the season it would be rather more.

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3321. Supposing the ship to come into the channel at a favourable season of the year?—I should think they would probably require a little more, perhaps a half per cent.

3322. That ship would have not only to come to Cowes, but would have again to go to a market on the continent?—She would.

3323. Are the premiums generally higher or lower in America than at Lloyd's?—They are generally lower; but the average clauses are not the same, which sometimes makes the higher premiums at Lloyd's more advantageous than the lower premiums in the United States.

3324. Do you think you could now, at the present time, procure good ships to go to China and bring back teas at £7. 10s.?—I have not a doubt that I could get any quantity.

3325. Do you mean American ships?—American ships.

3326. To go either from America or from Europe?—From either.

3327. Could American ships be hired in the river Thames to any amount?—Not to any extent; you will generally find four or five small ships there.

3328. When you talk of £7. 10s. per ton, what ton do you speak of?—That is the ton of fifty cubic feet.

3329. Is that the same measurement by which the Company's contracts for freight are made?—It is the same measurement by which the Company's contracts are made; they take fifty cubic feet, I believe. The price was thirty dollars for forty cubic feet, which being brought into the Company's measurement makes £7. 10s. for fifty cubic feet, which is the Company's measured tonnage.

3330. From your experience of the shipping of this country, do you suppose that British shipping could be got at prices equally advantageous?—I am afraid not, they cost so much more. I should think the ship-owners here could not afford, with the high prices of provisions and the cost of their ships, to navigate so cheap.

3331. Can you state what you think the difference would be at which the English ship-owner could afford to do the same trade?—It requires a long calculation to determine that. I see the cost of a first-class ship in the United States would be £15 per ton complete for sea, while here the price, I believe, would be £25.

3332. Are you speaking of a river-built ship?—A river-built ship would cost £25, a northern-built ship would cost £20. It depends altogether upon what class of ships one would charter; but with this increase in the value of the ship and the high price of provisions; and the sailors, I believe, are rather dearer here than in the United States, there would be a difference, perhaps, of one-fourth in the freight.

3333. Are you speaking now of the freight at which the English ship-owner could do the same voyage?—I should think he would require a fourth more.

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3334. Is not a British ship more durable than an United State's ship?—There is no doubt she is more durable; but that part of the ship which decays more in the American than in the English is very easily replaced in the United States. Timber is very cheap; therefore in a copper-fastened ship the wood part of it is a very small part of the expense.

3335. Are you of opinion that the American could afford his freight at one-quarter less than the British ship-owner?—I should think he could; but I may not be correct in that; it requires some figures to come to it.

3336. Is that entirely owing to the difference of construction, or to what extent, cheapness of navigation?—I should think one-half is the cheapness of navigating.

3337. You think the difference is about equally divided between the expense of building and the expense of navigating?—That, I should say, is about the division.

3338. Would it put the British ships more upon an equality, if those ships for long voyages might be victualled at the price of provisions on the continent of Europe?—It would make a very great difference.

3339. If, for instance, they could be supplied with bread and other provision-stores at the price of the bonded warehouse of corn, would that make a considerable difference?—It would make a very great difference. It was the case what they could be so supplied some time ago; but I imported some beef from America to supply that demand, and they altered the law here to prevent it; that was about the year 1826.

3340. Your object being to victual your ship with foreign provisions?—That was the object of bringing the beef here.

3341. Have there not been instances of ships clearing out from ports of Europe in preference to using ports in England, for the express purpose of cheaper victualling?—I should doubt whether that was the case. They can always in coming from a foreign port bring their bread; and there is no place on the Continent where beef is packed so well as in this country.

3342. Do the American ships that go out from here sometimes bring their bread with them for the purpose?—They generally bring their stores with them; they endeavour not to want much here. When they come from Canton, of course, their stores are exhausted.

3343. With reference to the difference between the amount of premiums on American ships and on the Company's ships, are you aware that risks on the Company's ships are always subject to the destination of the ship being altered, or the ship being taken up as a transport, whilst an insurance on an Ame-

15 Mar. 1830. *Joshua Bates, Esq.* rican ship is not liable to any risk but from port to port?—I should think that might account for part of the difference. I was not aware that those clauses existed in the charter-party. I should think there is something more than that which causes the premium to be so high.

3344. Have you heard of any cases of the Americans suffering from any conflict with the Chinese authorities at Canton?—I only remember one; that was the case where an Italian sailor, who had committed murder, was given up to be strangled according to their laws. It was done very quickly, I believe.

3345. Do the Americans use much of the authority of their consul there?—I should think very little.

3346. Is there any difficulty of trading there, which makes them desirous of a more powerful representative of the country in the port of Canton?—I am not aware that there is any such desire; the trade has always gone on very well, and without any difficulty.

3347. Is their trade sometimes directed to other ports than that of Canton in China?—I do not remember to have heard of any case of their going to any other ports; it is possible that it might have taken place.

3348. Do not they send goods to Manilla sometimes?—To Manilla, and all the islands and ports in the Archipelago.

3349. Do they take out goods suited to those different markets?—They take all goods suited to those markets; imitations of Indian manufactures, and the like.

3350. Do you know of any voyages that have been undertaken to Cochin China or Siam by any of your countrymen?—There was a voyage undertaken by Captain White, who published a journal of it, to Cochin China; and Captain Coffin, who is here with the Siamese youths, made a voyage to Siam. His vessel was fitted here, or rather the cargo was sent to him at Hamburgh from hence.

3351. Did he accomplish his voyage?—He went there and traded, and has repeated his voyage since.

3352. Was that the simple effect of a single trader, or was any consul, or was any official person put forward to mediate with the government?—No other than Captain Coffin; he managed his own affairs.

3353. And he did trade at Siam and came away?—He did.

3354. Do you know whether he made a good adventure of it?—I believe very fair.

3355. Do the Americans trade to Singapore?—They, I believe, are not allowed to trade direct to the little spot called Singapore. They call there and make their bargains, and they are obliged to lay off, or to go to some little distance to accom-

plish the business ; it is not legal for them to load and unload at Singapore : they have a little traffic there, but not much. 15 Mar. 1830.

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3356. Do you think that a larger proportion of the American trade in China is done through smuggling than of the English trade that goes there ?—The only smuggling that I have ever heard of, that might be called such, is that of opium, which is a prohibited article. There is no doubt that both the masters and supercargoes in the private trade, as well as the Company's masters and officers, do smuggle a little, some trifling things, but I think not to any amount that is worth naming. The great smuggling business is that in which the Company are so far interested, that they furnish the materials, the opium ; and no doubt the success of that trade is very important to the revenues of the Company in the market it furnishes for the opium.

3357. But you do not think that the American part of the trade is more a smuggling trade than the English ?—Certainly not ; there is only one American ship, and there are usually five English ships lying at Lintin for that purpose.

3358. Do the five English ships that are lying there carry on the English country trade ?—They are regular ships stationed there for the purpose of smuggling, and nothing else.

3359. Do the Company's ships ever drop any goods at Lintin for the purpose of smuggling ?—I should think not, excepting a few small articles belonging to the officers, nothing worth mentioning.

3360. Otherwise is the American trade at Canton carried on as respectably, and with as respectable and substantial persons there as the trade of the Company ?—It is. I should say the Company has no advantage there, other than that which the magnitude of their operations gives them ; any commercial house with the same amount of business, and moving with the same regularity, would have the same advantage.

3361. Will you be so good as to state to the Committee for the last four or five years the amount of your shipments to Canton for American account, beginning with the years 1826 and 1827, and the articles of which it consisted ?—In 1826 the amount was £120,000 ; and in 1827 the amount was £85,000. It consisted of cottons, woollens, iron, copper, quicksilver, cochineal, opium, linens, watches, and tin plates.

3362. Is the iron bar-iron ?—Bar-iron, and nail-rods, and hoops.

3363. Is the cotton, cotton-twist or printed cotton ?—Cotton cloths printed.

3364. No cotton-twist ?—Not in 1827 : that is a more recent article.

3365. What was the amount in 1828 ?—The amount in 1828 was £98,000 ; and the amount in 1829, £147,000.

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3366. Are the articles you have stated the general articles of which all the adventures are composed?—Perhaps there are some articles in the shipments which are different. There are some investments for the Manilla market, which if they do not suit at Canton are sent on there, but that would vary from the general character of the shipments.

3367. Are they assorted according to the advice^s you receive of the capabilities of the different markets around?—Yes.

3368. Do not you think that with private traders there is a stimulus to great industry and exertions in seeking out new markets and new branches of trade, which no company can rival?—I certainly think that in pushing trade, individuals succeed better than companies; in any trade that requires management and perseverance they will be more likely to succeed.

3369. Do you send out any raw cotton from this country to China?—We did last year send out a cargo of cotton; having a ship going empty, and cotton being very low here, we filled her with cotton; it was Surat cotton bought here.

3370. It is presumed that that could not be done but for the fact of the outer freightage being of very little value?—Yes.

3371. Did that cotton pay?—We have not heard of it yet; it was skipped in 1829.

3372. On goods you send out there do you put the Company's mark?—We do not; we put one as near like it as we can make it, without its being the real mark of the Company.

3373. Is it distinguishable from the Company's mark?—Very easily by any person accustomed to look at those things.

3374. By the Chinese?—With the Chinese it is found that it does not answer; for the Chinese, as soon as they get the goods into their possession, strip off our mark and put on an exact imitation of the Company's mark.

3375. Do you put on such a mark as you are directed to put on by your correspondents?—Yes.

3376. Are the initials of the house of Perkins on the mark?—They are.

3377. They are put instead of the initials of the Company?—They are.

3378. Do not you put the American flag instead of the English flag?—Yes; and put a globe instead of a crown, and leave out some things entirely.

3379. Do not the Chinese, to whom your goods are delivered, know that they are not the Company's goods; do they suppose themselves to be buying of the Company?—Certainly not; they know very well who they are buying of, and that they are not Company's goods. It is for the purpose of their currency in the

interior, I suppose, that they wish to have the marks conform as nearly as possible to those of the Company's.

3380. If the Chinese strip off your mark and put on the Company's mark before they send them into the interior, of what importance is it to mark them like the Company's?—I do not think it of any importance, it is better to be done there.

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3381. In the purchase of your woollen goods do you employ a gentleman of the name of Everett?—We have employed Mr. Everett; at present we employ no one, we buy them ourselves.

3382. Do you buy by contract?—We have contracts with the manufacturers.

3383. Do you make your contracts on as good terms as the Company?—I think better; probably to the extent of six or seven per cent.

3384. Do you think the quality of your goods is as good?—We endeavour to have them as good; perhaps in some instances they are not quite so good. The reason why we can buy a little better is, that the Company has a very severe examination, which can be better managed between individuals than with a Company.

3385. Do you mean by saying that it can be better managed, that you have a better means of compromise with the manufacturer in case of any slight deviation from patterns?—I should say, in many cases, a piece of cloth that at the Company's warehouse would be thrown out as imperfect, a man would come to me and say, I will make you an allowance of so much on that piece of cloth, and by removing a stain, or setting in a piece, or the like, it would be accommodated; whereas there is no possibility, I believe, of his doing that with the Company; at least they tell me so.

3386. Do you suppose that any considerable portion of what you send out is goods that have been rejected by the Company?—I should think not. Perhaps sometimes we buy them at a very great sacrifice when rejected by the Company. I believe the party with whom we contract for the chief part of our woollens would not offer a tender to the Company from the fear of loss, by having his goods rejected for trifling faults.

3387. You think the power of the Company arbitrarily to reject, prevents manufacturers of character from tendering goods to them?—I think that the system which is necessary in all large establishments, renders the chance greater that some will be rejected for trifling faults: and if the manufacturers find, in their contracts with the Company, that they lose on those rejected goods, they will contract at considerably less with individuals with whom they can accommodate the matter without a loss.

3388. Do you consider that you buy with as good credit as the Company?—Certainly; we pay ready money.

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3389. Do not you think that, by means of your correspondence with the persons interested in the trade, you have better means of accommodating your supply to the peculiar demands of the market?—I should say that, in that respect, we have no advantage over the Company; the officers of the Company are, I believe, industrious. In that respect, perhaps, individuals with less business may find more time to investigate, and may recommend some articles which may succeed, which would not be thought of, or would not be noticed by a large body.

3390. Has your exportation of manufactures been profitable?—I have no means of knowing, other than that I judge so by the increase.

3391. Is it upon the increase?—It seems by the statement to be increasing.

3392. Has not the American house for which you act had several partners who have made large fortunes in the trade?—Those that are dead all died very rich: those who have of late been partners in the house are also very wealthy.

3393. Supposing the trade to China were opened to every body in this country, do not you consider that it would be an injury to the American houses?—Eventually I should think it would; perhaps immediately, in the destruction of the business in which I have been engaged for them. Eventually, it would probably injure our direct trade to Canton; it would probably raise the price of teas for a time at Canton.

3394. In what way do you think it would raise the price of teas?—The Americans would probably buy up all the teas, if they could get hold of them: at least, there would be room for speculation.

3395. Do not you apprehend there would be a great deal of overtrading for some time?—Undoubtedly there would be.

3396. And that the first year such a trade would be attended with great losses?—Generally that has been the case where a trade has been opened; but the distance to Canton is such, that it would perhaps be less than in any other place.

3397. Do not you think the ultimate result would be a considerable extension of the trade?—I have no doubt it would increase very much, so far as the sale of British manufactures in China and the neighbourhood is concerned.

3398. You have stated the value of your exports to have increased from £85,000 in 1827, to £147,000 in 1829; from the increased cheapness of the goods, has not the quantity of your investment increased more than in proportion to the increase of the value?—With reference to that increase in 1829, my impression is, that there was a quantity of opium purchased in this market which might amount to £20,000, and that would have accounted for part of it; but with relation to British manufactures, I doubt whether there has been any considerable fall

between 1827 and 1829; probably the quantity has increased more than the amount. 15 Mar. 1830.

3399. Do you know of any goods sent from this country on account of Messrs. Perkins and Co. having been sold at a discount in China?—Never.

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3400. Have you heard of the Americans having lost by the export of manufactures from this country to China?—Never.

3401. Do not the Company deal upon contract with respect to their teas in China?—Principally on contract.

3402. Do not you think that the dealers in teas would be more likely to regulate their supplies of tea, so as to furnish a regular supply of good tea, while depending upon a contract, than if they were to depend upon a fluctuating market?—That is a point which I think remains to be proved. There is a difference of opinion with regard to that among those who reside on the spot. Some Americans say, that they believe the Company keeps the price of tea up; that they are confident the mode of dealing keeps the price of tea up; others are of a different opinion, and think that the supply might fall off, or that the price might fluctuate, and be very much against foreigners if the Company were not there.

3403. Do you know that the tea is sold here by the Company genuine as imported?—It is.

3404. Have you ever heard Americans express any alarm on the prospect of a free trade from this country to Canton?—I have certainly heard them express some degree of alarm for their own China trade in case it should be opened; that they might eventually be obliged to come to London for their teas, from the course which trade would take in consequence of that change.

3405. Do you think, in case of a free trade between Canton and this country, that the trade would very much increase from England to Canton, and lessen from America to Canton?—If the trade was thrown entirely open, and teas treated as any other commodity, and allowed to be warehoused here and brought in foreign ships, my opinion is, that this country would absorb the whole tea trade of Europe, and of course injure that of America.

3406. Do not you think that the Americans, by some counteracting duties, would still keep the supply of tea to their own ports?—There is a small duty upon teas from other places than from China now, but it seems probable that the duties will go entirely off in America, that there will be no occasion for duties.

3407. Supposing that to be the case, might they not, in order to secure their own navigation, make new laws for that purpose?—They might, certainly.

3408. You stated the different prices at which souchong was

15 Mar. 1830. sold; are you aware that the price of souchong tea at the Company's sales in the years 1828 and 1829 was 2s. 10d. per pound, whilst in America at the same period it was only 11d. and 12d. per pound?—I should say that the souchong that was sold in America was, in the first place, inferior to that of the Company; and in the next place, that the Company got a very brilliant profit on their importation.

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3409. It appears that there was the same difference of price in the price of bohea tea in the years 1828 and 1829; the price at the Company's sales was 1s. 6d. per pound, and in New York, in the same year, it was 8d. and 9d. per pound. Does any thing suggest itself to you upon that?—Nothing more than that it is a monopoly here, and it is free there. . However that great difference should not be set down to monopoly, because there is, no doubt, some difference in the quality.

3410. In your estimation, is there that difference in the quality which would justify that difference in the prices?—Certainly not.

3411 Was not it a losing trade importing that tea into America at those prices?—Generally it has been a profitable trade; those who have been engaged in it have made fortunes.

3412 The question refers to the particular prices that have been mentioned, of 8d. for bohea tea?—My impression is, that the lowest price for bohea tea at Canton, in that year, was about twelve taels, that would be about 6d. a pound.

3413. You stated, that many houses in the China trade have failed in America; do you attribute those failures to losses upon their homeward cargoes?—The failures are undoubtedly owing to their mode of transacting business. It appears that the parties who have failed for such large sums who have been in the China trade, one in particular I happen to know all about, was a grocer and tea-dealer, and he had acquired about 100,000 dollars in that trade; and he thought he would become a trader to China. He embarked that sum, and perhaps 100,000 more that he borrowed, and was very successful. On the return of his ship he happened to come to a good market, the cargo was sold with the duties added to it, and when he came into possession of all this money he thought he could never be ruined; that led him to project the running of a monthly packet to Canton, and in the course of carrying this plan into effect he was ruined, as might have been supposed.

3414. Was it not the case, that the teas which he had on hand at the time of his failure being sold in the market were sold at a loss?—Undoubtedly they were sold at a very great loss.

3415. Would not that account for the low price referred to in the previous question?—That would account for the low price in part. It was in the year 1828 that this gentleman failed.

3416. Are you aware that the loss of the Canada trade, and the prohibitory duties laid on in Holland, have also contributed very much to reduce the quantity which the Americans could sell?—Undoubtedly that would have some effect; but I think it will be seen that the trade in America was pushed beyond what it could bear. From £111,000, the amount in 1823-4, it was raised to £125,000 in 1825-6, and then it fell off to £102,000 in the year 1827. In 1828-9 it was £80,000. No doubt this may be accounted for in part by the introduction of teas into Canada by the Company.

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3417. You stated there was considerable facility in conducting business at Canton, can you give any instance of a ship having entered and cleared out from that port in a very short space of time?—I can mention several; but one which is within my recollection. There was a ship called the *Howqua*, which went from this country before I had the charge of the business of the Boston house: she sailed from here; arrived at Canton with a cargo of British goods; a cargo of teas of 5,000 quarter chests was purchased there, shipped on board her, and she sailed again after remaining there eleven days.

3418. What was the size of that ship?—380 or 400 tons.

3419. Do you know any port where that business could have been conducted in a shorter space of time?—Possibly at Liverpool they might have done it a little quicker; but I should doubt whether it could be done even there.

3420. Could they in London?—Certainly not in London.

3421. Do you know any port on the continent where similar dispatch could have been used?—I am not aware of any other port in the world where it could be done with much greater rapidity.

3422. Are you acquainted with any individual merchant at Canton who transacts the greater part of the business there?—I know Mr. Cushing and Mr. Sturges; Mr. Cushing is the largest.

3423. What proportion do you conceive his business bore to the whole amount of the American transactions?—I see the Company's exports are put down for the year 1826-7, including the factory expenses and every thing, at 9,000,000 of dollars: I should suppose that the house of Perkins and Company might have shipped during the past year 2,000,000 of dollars.

3424. Do you conceive the Chinese to be an anti-commercial people?—I should say not, they seem to be very fond of trade; there is no unwillingness to deal with foreigners.

3425. Were not Spanish dollars formerly the article chiefly shipped at Canton?—From this country I believe they were, and from the United States.

3426. When did the export of British manufactures on American account commence?—I think about the year 1819 or 1820.

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3427. Have you ever made any calculation as to the cost to the British public of the teas now brought by the Company, and sold here, over and above that which they would pay if bought on private account?—I should say the teas cost the country about a million and a half more than they would if bought on private account.

3428. Do you mean to say that the India Company derive a profit of a million and a half beyond what you consider would be a fair mercantile profit?—Beyond a fair mercantile profit.

3429. What would you consider to be a fair mercantile profit upon an article like tea, considering the distance it has to be brought, and the length of time that a person must lie out of his capital?—I should suppose 25 per cent. would be a fair mercantile profit on the Canton cost on the finer teas; perhaps the very coarse teas would bear rather more.

3430. Do you mean including freight and insurance?—After paying freight and insurance.

3431. Is that without taking into calculation any profit upon the outward cargo?—Without that. I mean to say that on teas brought here, or brought to any market on the Continent, 25 per cent. would be a remunerating profit.

3432. What should you consider the fair profit, as profit upon the use of the capital employed on such a trade?—Very small. It is a very regular certain trade, and I should suppose that five per cent. beyond simple interest of the money would be a fair profit.

3433. In calculating this million and a half which you suppose the India Company to make beyond what you would consider a fair profit, do you take into consideration the expensive mode in which they conduct their operations, or do you mean to say only that the tea costs the consumer a million and a half more than it ought to do, and yet afford a mercantile return to the free trader?—I cannot enter into the question as to the expense by their mode of getting teas here; I only know what, in the course of the operations with which I am acquainted, the tea would cost me to deliver here. I think I could venture to contract to deliver it for one-third less than the Company's sale prices in London.

3434. Then your statement would not be disproved, if the East-India Company were to show that they did not, in fact, make a million and a half profit?—I should think if that it is so, it must be from some management different from what we are accustomed to.

3435. When you mentioned the sale price, did you mean the price at the Company's public sales?—Yes.

3436. Is your calculation made with reference to the teas sold in other countries, or with reference to the teas sold here?—With reference to the profit on the operation.

3437. You have said that the freight in a British ship would be higher than an American ship; do you know what the amount of freight is now between London and Calcutta in a British ship?—It is very low on some articles; £1, I believe, on heavy goods. But they cannot afford to carry goods at that price; it is the passengers that pay them, or some other compensation which they get.

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3438. On the average of the last two or three years, do you know what has been the freight on ships from London to Calcutta?—I should think during the whole of the last year the freight out of heavy goods, such as iron and copper, has not been above 30s. and the homeward freight has generally been £4 on similar goods, making altogether £5. 10s.

3439. Would not the freight from London to Calcutta be the same as the freight from London to Canton?—Certainly not. From London to Calcutta there are always a great many passengers, which pay very well.

3440. Independently of the question of passengers, is not there as much risk attending the voyage from London to Calcutta as the voyage from London to Canton?—Quite as much.

3441. Have you been acquainted with the freight from this country to India?—We have shipped pretty largely some years to Batavia, and we have also an acquaintance with the trade of Bengal.

3442. You have stated that the tea brought from Canton to England is better in quality than the tea taken from Canton to America, or to the continent of Europe?—I say that it is so generally; there is as good tea goes to America, but generally it is not so good.

3443. Are you not aware that the great bulk of tea brought by the Company to England is tea of an inferior description?—It is what would be termed an inferior sort of tea.

3444. Would not you term congo an inferior sort of tea?—It is generally understood to be so.

3445. Do you know the proportion that congo tea bears to the other sorts of tea imported upon the Company's account from Canton?—In 1826-7 the Company exported of Bohea tea, 54,000 peculs; of congo tea, 171,000 peculs; of souchong, 2,000; of sunchi, 1,000; of pecco, 500; tonkay, 5,400; of skin, 2,000; of superior tonkay, 2,000.

3446. Are the inferior descriptions of tea in as much demand in the United States and on the continent of Europe as they are in England?—I doubt if that denomination of tea is much used in the United States; they confine themselves more to young hyson; the great consumption is green tea.

3447. Do you know how that is on the continent of Europe?—Supposing the cargoes sent to Europe are assorted to meet the demands there; I find, out of the 35,000, 1,500 bohea and

15 Mar. 1830. 10,000 of congo ; 4,600 campoy, 4,000 souchong, 2,000 pecco,
 Joshua Bates, 3,000 hyson, 2,000 skin, 3,400 tonkay, 2,300 young hyson, 500
 Esq. imperial, and 500 gunpowder.

3448. Were you rightly understood to state that it is a prevalent opinion that the Company have an advantage in their purchase of tea, inasmuch as they contract for it?—I have stated that the Company have no advantage in purchases of tea over other individuals, than what they derive from the magnitude of their operations, which any other commercial house would enjoy if moving a like amount of business.

3449. You have expressed an opinion, that in the event of the China trade being thrown open, it would probably centre in this country; would that arise from cheaper purchases of tea, or from cheaper supplies in this country, or from cheaper shipping being engaged, or from what other cause?—There would be a great export of manufactures to those regions, and of course something would be wanted for returns. They would bring back teas, and every description of produce they could find in those countries; and not only would bring back such, but perhaps increase them by the very act of carrying manufactures, as many of the inhabitants of those countries, who have hitherto not laboured at all, seeing such beautiful things brought out from this country, would be desirous of possessing them, and proceed to labour to get something to buy them with; and this course of trade would bring, perhaps, more tea here than is wanted; and the price being reduced, it would either be bought for smuggling into the Continent, or for exporting to those places to which it could go legally.

3450. Do you consider the trade in China susceptible of any great increased stimulus?—I see nothing to prevent it increasing very much.

3451. Are you aware that the Company has already made efforts for that end?—That is very possible; but I think the Company is viewed with some degree of jealousy. Their ships have a sort of warlike character that subjects them to some degree of jealousy. I think individuals would be more likely to discover a mode of extending the trade.

3452. What are the reasons upon which you form that opinion?—It is formed from the experience of the course of trade in other places. I remember that in 1818 and 1819 the first shipments of British manufacture took place to Java and Manilla to any extent, and now those places have become very extensive markets.

3453. The question alluded to the circumstance of the armed ships of the Company being viewed with some degree of jealousy?—I have always understood that the Chinese are a timid people; and in the case of Siam, I believe the Company sent an armed embassy there, and it failed, while Captain Coffin succeeded in trading very well.

3454. Do the American ships carry any guns?—They carry 15 Mar. 1830.
a few small guns.

3455. What do they carry them for?—To beat off pirates in
case they should meet them. *Joshua Bates,*
Esq.

3456. When was the embassy from the Company to Cochin
China, was it before Captain Coffin went there or after?—It
was after he had made one voyage there.

3457. Do you suppose it failed because it was accompanied
with an armed force?—No doubt of it.

3458. Do you think any such jealousy exists at Canton with
respect to the Company's ships coming armed?—I should think
they always felt some degree of fear, being defenceless there.

3459. Do you think there would be less difficulty in indivi-
duals going with ships not armed than takes place now?—I
should think there would; I think they would prefer to deal
with private traders.

3460. Have you known any difficulty that the Company have
been under in carrying on their trade in consequence of having
armed ships?—I do not know that they have been under any
absolute difficulty; but there is a feeling of fear and jealousy I
have always heard expressed. I remember the trade being
stopped at one time by the inability of the Chinese to distin-
guish the Company's ships from frigates. The frigate *Dollis*, I
think during the late war, was chasing an American ship off the
mouth of the river; the American escaped and she pursued her,
by her boats, and captured her in the river. There was a stop-
page then, I believe, of the trade, owing to the Chinese not
being able to distinguish between a King's ship and a Com-
pany's ship.

3461. Have you ever heard from any of your correspondents
what was likely to be the result in case of the trade being
opened at Singapore, whether it was likely to become an em-
porium for the sale of tea?—I have never heard any thing from
my correspondents about it.

3462. Have you not heard that the Americans were likely
to carry on a trade there, supposing they had not been pro-
hibited by the Company?—I do not think the Americans would,
because they have free access to Canton.

3463. Do you see any advantage that would be likely to
arise upon the trade to Singapore, which does not exist at Can-
ton, with respect to any difference in the duties upon the export
of teas by Chinese ships as compared with foreign ships?—It
is probable there may be some little difference, although I can-
not state what it is; but I should think that a trade in that
way, which would be carried on in Chinese junks, would be
very irregular, and not to be depended on much.

3464. Can you state the amount of the trade carried on

15 Mar. 1830. between the north-west of America and Canton?—I should suppose it might be to the extent of half a million of dollars; it is falling off, I believe, now.
 —
Joshua Bates,
Esq.

3465. Can you furnish the Committee with a statement of the prices paid by the Americans for tea at Canton?—I can state the prices paid at any given time; here are the prices-current with the last season.

3466. Will you have the goodness to state them?—The current prices were as follows: bohea, 10 to 12 taels per pecul; congou, 14 to 20 taels per pecul; campoy, 14 to 20 taels per pecul; souchong, 14 to 25 taels per pecul; pecco, none; hyson skin, 9 to 18 taels per pecul; tonkay and singlo, 15 to 20 taels per pecul; young hyson, 20 to 35 taels per pecul; hyson, 30 to 45 taels per pecul; imperial, 40 to 50 taels per pecul; gunpowder, 40 to 52 taels per pecul.

3467. In estimating the profits of the Company, beyond the profit which a private merchant would require, to amount to a million and a half, have you referred to the tables laid before Parliament stating the prime cost at Canton and the amount of the sale prices?—I have referred to those.

3468. Have you seen any advices with respect to the sales of bills at Canton, which would lead you to imagine that the American commercial transactions have remained undisturbed after the movements which are supposed to have lately taken place at that port?—I have no doubt that the American trade goes on, from extracts from the China papers, which mention transactions in different kinds of goods, which could not take place if the trade were not going on.

3469. Do you think that the free traders in Canton do not derive protection and benefit from the existence of the Company's Factory keeping the Chinese authorities in awe?—The trade may be more steady in consequence of the regularity with which the Company move, but I should not think it gave them any additional security in their operations.

Martis 16^o die Martii 1830.

• Mr. JOHN DEANS called in and examined.

16 Mar. 1830. 3470. In what part of the East-Indies have you resided?—
 —
 In the Eastern Archipelago.

Mr. J. Deans. 3471. For how many years have you resided there?—I resided there constantly for upwards of twenty years.

3472. Where was your residence during that period?—I resided for three years in Prince of Wales' Island, and the rest in Java: for two years I was travelling about the Archipelago—the first two years of my being in the East.

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3473. Will you be so good as to state the period at which you went to the East, and at which you left it?—I arrived in the East in 1806; I left Java in the beginning of 1828: during that time I was a little more than two years in Europe. 16 Mar. 1830.
Mr. J. Deans.

3474. In what capacity were you residing in the East?—Generally as a merchant; for the greater part of that time as a merchant and agent.

3475. Had you any opportunities, during your residence in the East, to acquire any knowledge of the Chinese population, and did you come in contact with that population?—My principal intercourse was with Chinese settlers in the Archipelago; I carried on extensive commercial transactions with them.

3476. Did those commercial transactions give you any opportunities of knowing and studying their character?—I had considerable opportunities.

3477. Are the Chinese settlers numerous in the Indian Archipelago?—They are computed at about 20,000 in Batavia and its environs, and perhaps twice the number throughout Java and throughout the Archipelago: they are very numerous, but I have not the means of stating their exact number.

3478. What are their chief pursuits at Batavia?—They are traders, they are mechanics, and they are sometimes cultivators; that is to say, in Java, superintending cultivators; they are farmers of land, and owners of it in some parts.

3479. What is their character as traders, speaking generally?—They are keen, enterprising traders, extremely expert in their dealings, and understand the nature of the trade of those countries in which they are settled perhaps better than any other people.

3480. Have they information that enables them to carry on their commercial transactions with advantage?—They seem to have very accurate information, and receive it very quickly too.

3481. Can you state any instance of their mode of acquiring information, and the quickness with which they receive it?—It is a well-known fact in Java, that they receive commercial information throughout the distant parts of Java much earlier than European merchants do who communicate through the regular government post.

3482. Are there amongst them persons of wealth acquired in commerce?—There are of considerable wealth.

3483. What is their character as merchants, with reference to the punctuality of their dealings and the mode of transacting business?—Those who have obtained a high reputation are extremely tenacious of it, and they are very punctual in all their dealings.

3484. Do they appear to possess more or less of the characteristics which are requisite for the business of a merchant than

16 Mar. 1830. the natives of other oriental countries?—I do not think they are exceeded by the natives of any country as a commercial people.
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3485. Do you include European countries?—I do.

3486. Is it difficult to transact business with them?—Not the least; I have never had any difficulty with the Chinese.

3487. Have you, in point of fact, transacted much business with them?—I have, very extensive business.

3488. Will you state what that business was?—I imported largely British manufactures to Java, and the medium of communication with the natives was generally through the Chinese, who purchased from me in whole cases or bales, and retailed to natives, giving me their simple notes of hand for payment, and being always punctual in meeting those demands.

3489. You have stated that there are about 20,000 Chinese residing in Batavia; are they dispersed among the other inhabitants, or do they form a class residing separately?—In Batavia, as in all other large towns throughout the Archipelago, they reside in what is called the China Camp, which is a part of the town appropriated to themselves, and there they retain their own usages and customs; even the architecture of the town is the same as in China, and the very mode of arranging the household is the same.

3490. Is any proportion of the population of a permanent character, or is it altogether a migratory one?—They are generally of a permanent character, but there are some that return to China occasionally.

3491. Are those the most wealthy that return, or do the more wealthy fix there?—They are generally wealthy people that return.

3492. Is there shown amongst them, with respect to their own consumption, any indisposition to articles of European produce?—Not the least indisposition to articles of European produce, but rather a growing taste for them of late.

3493. Are you aware of the existence of any customs or prejudices which indispose them to the use or consumption of articles of European produce or manufacture?—I am not aware of any.

3494. What articles of European produce seem to be matters of desire to the Chinese inhabitants of Batavia?—As household furniture, they are very partial to our glass-ware of all descriptions, to our mirrors, and other articles of ornament, and the consumption of them has greatly increased since the traders have conformed to their partialities as to shapes and patterns.

3495. With respect to dress, what is their practice?—The form of a Chinaman's dress is always the same wherever he is; but the articles of which it is now composed throughout Java generally consist of European manufactures. There are some

few suited to the climate, and which have not been imitated by us, still Chinese. 16 Mar. 1830.

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3496. What articles of European manufacture are used in the dress of the Chinese inhabitants in Java?—Woollens and cotton cloths; the latter very extensively.

3497. Have you any reason to form an opinion whether the taste for European manufactures which exists amongst the Chinese inhabitants of Java is peculiar to them, or whether it extends also to the inhabitants of the empire itself?—I cannot exactly state this. The settlers are Chinese; their habits and manners are the same in the Archipelago as in their native country, I believe, and they readily adopt our manufactures in preference to their own, when those are cheaper and better. When I first went to Java, in 1811, they were almost exclusively clothed in Chinese manufactures, and I witnessed a revolution there which almost clothed them in European manufactures, during the time I was there.

3498. In what interval of time was that change effected?—I commenced as a merchant and agent in 1813: at that time I do not think the consumption of British manufactures exceeded 300 cases throughout the whole of Java; in 1826, the last year of which I have any precise account, the importation of cottons exceeded 6,000 cases in Java.

3499. Can you state what the value of those 6,000 cases might be in the market of Batavia?—I think they may be taken upon an average at about £50 a case.

3500. Did the consumption of woollens and other European articles increase in somewhat an analogous proportion?—Perhaps not so extensively; they did increase very considerably, and I myself at one time imported very extensively.

3501. During your stay at Batavia, have you known many new Chinese settlers fix themselves at the China Camp?—The junks generally import, I think, from 800 to about 1,500, or sometimes more, annually, settlers from China.

3502. Among those new settlers is there any difficulty in promoting a consumption of European manufactures?—They generally arrive very poor, but as soon as they obtain the means of purchasing, they do not long delay availing themselves of it.

3503. You have stated that many of these persons that acquired wealth in Java returned with their wealth to China, were those persons who so returned persons who were consumers of British goods and manufactures?—They were.

3504. Have they, on returning to China, been dispersed over different parts of the country, or have they been confined to one particular province?—They have generally gone back to the province to which they belonged.

3505. Do the emigrants to Batavia belong to one particular

16 Mar. 1830. province, or do they come from different parts of the empire?
 —They came from different parts of the empire, particularly the
Mr. J. Deans. two provinces of Canton and Fokien.

3506. Are you aware what numbers annually return from Java to China? — No, I am not aware; they are very few indeed compared with those who come to Java.

3507. Have the Chinese inhabitants of Batavia any particular prejudices with regard to their diet and the consumption of their food? — Not the least. I have dined with the Chinese merchants at as good a dinner as I could have got any where in India, and I have seen recently a growing taste among them for hams, both the York and Westphalia, for fish, such as mackarel and herrings, for salt butter, and for wine and beer, and particularly Geneva.

3508. You have stated that the Chinese at Batavia are purchasers of European produce for their own consumption, and also that they purchase for sale to others; is that as retail traders? — Yes; as retail traders, they are generally the medium of communication between the Europeans and the natives of the Archipelago.

3509. Is that trade carried on by them for cash, or by bills? — Occasionally both. They frequently sell for cash; and very often they barter for produce, which they sell again to European merchants.

3510. In what description of vessels is the trade carried on between Batavia and China? — There is a trade in junks; and there is also a trade in vessels of different nations, particularly Americans.

3511. Confining yourself to the junks, will you state what description of vessels, and of what size? — In consequence of the vexatious forms in the customs of Batavia the trade in junks fell off; and I think in 1825 there were only four junks, the trade being confined to Batavia, amounting to 440 lasts or 880 tons. Since that there has been a modification of the custom-house regulations; the forms have been rendered more easy to them, and the eastern ports of Java have been opened, and now the trade is considerably increased. I think the last that I heard of the junks was, that seven or eight had arrived in Java; certainly that number, if not more.

3512. Of what tonnage are those junks chiefly? — Their tonnage varies; I do not think that any of them exceed 400 tons, as far as I could judge or learn from the Chinese themselves.

3513. What is the general average? — The general average may be about 300 tons.

3514. Can you state what has been the amount of the exports from Java to China? — The exports from Java to China in 1825, which was one of the worst years of the trade, but the only year I have an accurate account of, exceeded about

2,700,000 guilders, or £225,000; that was the year in which the port of Batavia only was opened. 16 Mar. 1830.

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3515. Of what produce did that consist?—There was about £54,000 in specie, £40,000 worth of birds'-nests, £4,250 of Netherlands wopllens, and the remainder consisted of a variety of articles, such as pepper, betel-nut, rattans, tripang, &c.

3516. What is tripang?—It is a sea-slug that is fished in the Eastern Archipelago. It was formerly only found in the Eastern Archipelago, principally about the Gulph of Carpentaria; the amount of it was about 14,000 peculs, which was sent to China, value about £120,000. It has been lately found to abound on the coast of Ceylon and in the Mauritius, and is likely to become an important article in the trade with China.

3517. Was there any opium forming part of that trade?—There was; but not to any considerable extent, and principally Turkey opium.

3518. What were the imports at that time into Batavia from China?—They amounted to about £75,000. The imports were principally by the junks; the exports were by all vessels.

3519. Of what did the imports consist?—A variety of articles suited to the Chinese settlers, of which about 7,800 was in teas.

3520. Can you state the number of square-rigged vessels which sailed from Batavia, or touched there in their way to China in that same year?—In 1825, the number of square-rigged vessels which touched at Batavia in their way to China was sixteen.

3521. From what countries?—Three were Dutch, four English, one Portuguese, and eight Americans.

3522. Have you had occasion to consider how far the Eastern Archipelago might become a channel through which teas could be sent to Europe?—I have.

3523. On what occasion, and under what circumstances, did you turn your attention to that subject?—In the beginning of 1822, when there was a talk of the stoppage of the trade, I thought it adviseable to consult the agents of the junks as to the practicability of their bringing teas suited to the European market to Batavia; they assured me, that if any interruption of the European trade occurred, they thought they could bring a very considerable quantity next year.

3524. Was this communication with persons upon whose truth and fidelity you had reason to rely?—They were the super-cargoes and agents of junks; men who conduct the whole of the trade in the junks.

3525. Were they persons with whom you had other commercial transactions that enabled you to rely upon the statements they made?—Yes; and the communication was made to them

16 Mar. 1830. through these merchants, with whom I had had extensive dealings.

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3526. Did the communications so far impress themselves upon your mind, as that if the event had occurred of the stoppage of the direct China trade, you would have given orders, and relied on the execution of those orders for supplies of tea in the way suggested?—I did not entertain the least doubt that the Chinese with whom I proposed the arrangement would have brought all the teas they could have procured, on their return from China the next season, and that they would have brought me particular accounts how far they could have continued that trade, which they seemed to be pretty confident they could do to a considerable extent."

3527. Should you apprehend that a trade so carried on would have exposed merchants like yourself engaging in it to any fraud in the quality of the goods supplied?—I had some apprehension of that, and I mentioned it to those Chinese; but they assured me I need be under no apprehension, for that they dealt with respectable men, who always attached their chop or name to the packages, and that they had never been deceived. They reminded me of a circumstance that was perfectly well known to myself, which was of the tobacco of the Cadoo, which is a province in the centre of Java, which passes throughout the whole of the Archipelago, bearing the name of the cultivator, and according to his reputation it bears a price without even being examined. I had dealt largely in this article, and I knew that this was the case; and of course I could only assent to that observation.

3528. Are the Committee to understand that there is a class of cultivators in Java, being Chinese, who deal in tobacco in the way you have described?—They are Chinese cultivators, whose names are a guarantee for the quality of the tobacco they sell.

3529. During your residence at Batavia, have you had any evidence of disadvantages to which British ships have been subject, in consequence of their exclusion from the ports of China?—I have had many. I have often myself, in shipping goods to China, been obliged either to get freight on foreign vessels, or to hire Dutch colonial vessels to proceed to the Straits of Sunda to meet the Company's ships, for the purpose of either disposing of the produce I had for the China market, or of sending it on freight to China.

3530. Have you known any arrivals at Batavia from New South Wales in quest of freight?—Many; there are generally every year a considerable number of ships come from New South Wales in quest of freight.

3531. Has the state of the law put you under the necessity

of shipping consignments of produce in foreign vessels?—I have shipped in foreign vessels for China, because I could not avail myself of the unemployed British tonnage which was lying in the harbour to proceed to China, and which would gladly have done so. 16 Mar. 1830..

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3532. What produce have you shipped to China?—I have shipped tin in large quantities, and spices, and various other articles.

3533. Have you known other British merchants compelled to have recourse to the same arrangement?—All my countrymen in Batavia settled as merchants were occasionally reduced to the same predicament, and I know that throughout the Archipelago it is the same.

3534. Do you recollect the circumstances of the scarcity which occurred in the year 1824?—I do.

3535. Were there any opportunities at that time afforded that would have admitted of the profitable employment of British shipping?—I perfectly recollect that when the news of the scarcity in China first arrived in Batavia, and of the edict admitting vessels with cargoes of grain free of port charges, there were some English ships in the roads, and some expected, that would have been despatched with rice to China, but of course they could not be availed of in consequence of their not being allowed to go to China.

3536. Do foreign ships call at Batavia on their way to China?—They do, particularly Americans, and avail themselves of all the chances of markets in their way.

3537. In what respect do they avail themselves of the chances of markets?—They get recent accounts from China of the state of the markets, and they there either dispose of their outward investments, or lay in such products of the Archipelago as are suited to the China market.

3538. From your intercourse during so many years with the Chinese, can you state to the Committee, whether they are indifferent to foreign trade or attach any importance to its advantages?—The Chinese of the Archipelago, who I believe do not differ from the Chinese in their native country, are very sensible of the importance of commerce, and are, as I have already observed, the keenest speculators perhaps in the country.

3539. Are you aware whether the foreign commerce of China becomes a source of revenue to the Chinese government, and a matter of interest to the Chinese authorities?—The foreign commerce of China is very extensive; it exceeds, I believe, considerably £12,000,000 sterling, and of course, although not altogether a legal commerce, still from the greater part of it being so, the Chinese government derive a revenue, and a very considerable one as I understand, from it.

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3540. Have you reason to know in what light the European imports into China are considered by the Chinese people, or whether they could easily be dispensed with by them?—I know that the imports to China are of far more importance to that empire than perhaps the tea is to this country, great as it is considered, inasmuch as the opium, which is now a very extensive article of import into China, is generally used there; and when once a person has been accustomed to the use of it, it cannot easily be dispensed with without danger to his health, and perhaps his life.

3541. Do you state that from your experience of the habits and customs of the Chinese people at Batavia and in the Archipelago?—I do. I had a great deal to do in the opium trade at Java, and of course saw a great deal of the use it was put to; and from my own observation of its effects, I can state, that those who have been long in the habit of using it could not have dispensed with the use of without serious injury to their health.

3542. Are you aware whether the use of opium is increasing?—It has increased very rapidly indeed in China. I saw a statement of the imports into China down to the beginning of 1829, which stated it to amount to nearly two millions of pounds weight, considerably exceeding two millions and a half sterling in value.

3543. Are the other articles imported into China articles of which the inhabitants could not be deprived without a considerable degree of inconvenience?—We may very easily judge of some of them. We ourselves could not well dispense with the spices, which are used in China as generally as in any other country. Some of them are articles of luxury, such as birds'-nests, which are imported to a very considerable amount in China; also tripang, and sinews of different animals, are of course not perhaps indispensable, but as much so as the tea is to us from habit, among the grandees of the country; and again, the betel-nut, which is used very extensively in China, is also an article indispensable to the lower orders in particular.

3544. From your experience of Java, and your knowledge of the increased consumption that took place in that island by the opening of the trade, what do you consider would be the effect of opening the trade to China itself, so far as relates to the consumption of European produce and manufactures?—The enterprize of British subjects in Java was very much aided indeed by the activity of the Chinese in conforming our manufactures to the tastes and habits of the people, and from the very rapid extension of the use of those manufactures almost entirely superseding the native manufactures. I have not the least doubt but the same change would take place in China, making allowances, of course, for the difficulties that are attendant upon having only one legal port.

3545. At the time of the occupation of Java in 1811, in what manufactured articles were the inhabitants, Chinese and natives, clothed?—The natives were clothed in manufactures of their own partly, and partly in the manufactures of British India; the Chinese principally in Chinese manufactures. 16 Mar. 1830.
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3546. How long did this state of things continue?—It began to change at the opening of the trade in 1814; and in 1828, when I left Java, the natives were almost exclusively clothed in British manufactures, and the Chinese very generally. Still, of course, they used some Chinese manufactures, which we have not yet been able to imitate successfully.

3547. Are there any particular European manufactures which were prepared and adapted for Chinese consumption?—I myself took great pains in ascertaining the tastes, not only of the natives of Java, but of the Chinese, and was very greatly aided by the Chinese in obtaining the necessary patterns and forms, which I brought home to this country, and carried out a very extensive consignment conformable to those patterns; which plan was followed afterwards by the other British merchants, and succeeded most eminently.

3548. Of what description were those articles?—With regard to broadcloths, the particular object was to get colours suited to the people. They were principally cottons: woollens to some extent, but the cottons were the greatest quantity.

3549. How did the British imitation stand in quality and price, as compared with the articles which you imitated?—The best proof of how they stood in quality and price, as compared with the articles imitated, was the almost entire suppression of the native manufactures.

3550. Are the Committee to understand that there was a substitution of British manufactures for the native manufactures at that place?—There was.

3551. In 1826, had the British manufactures so far displaced the Oriental manufactures as to give a sufficient supply of clothing to the people?—Most unquestionably the people, as I have already stated, are now almost entirely clothed in British manufactures. But not only were the native fabrics of Java almost entirely superseded, but all the finer fabrics of Bengal were at last unsaleable in the market of Java, and the trade with British India reduced to a comparative trifle as regarded manufactures.

3552. What is the amount of the population of Java, in which this increased consumption of British manufacture took place by the influence of free trade?—It is computed at about 5,000,000.

3553. What is your idea of the population of the empire of China?—From the statement I have seen, the population of the Chinese empire is computed somewhere between 140,000,000 and 150,000,000.

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3554. Do you consider that there are other articles besides those which are at present imported into China, which might, under the operation of a free trade, find a profitable sale there? —Judging from what has taken place in Java, where the Chinese do not differ from those in their native country, I should conceive there are many articles of sale which might be extended.

3555. Can you state to the Committee any instance of the discovery of a new article, or the extension of production of an old one, that has added to the value of the imports into China? —I can state one, perhaps not of great importance, but it would show that there are many others with respect to which the same thing might be done. The large glasses or rummers, which are used in their houses for burning a light before their gods, opposite their front door. I noticed them on one occasion as being made of imperfect China-glass: I asked the Chinese if they would have any objection to British manufacture, if the same patterns were preserved, and they gave me patterns of them, which I brought home and had manufactured at Birmingham. I took them out, and had them sold for a considerable price, and they have since continued to be supplied from different places to a great extent.

3556. You have stated the increased consumption of tripang, has that been an article of late introduction as an import from the Archipelago into China? —Not from the Archipelago; but it has been recently discovered to abound on the coasts of Ceylon and the Mauritius, and is likely to become an article of considerable trade.

3557. Have you yourself dealt in the article? —I have, in the article prepared in the Archipelago; but a year or two before I came home I had a consignment from Ceylon, from a house there, for the purpose of ascertaining its value in the China market, to sell it in short for the China market. It was damaged on the voyage; but some of it had escaped, and I had an opportunity of ascertaining its quality and value, and I found that, in consequence of the imperfect way in which it was prepared at Ceylon, that it was inferior generally to the tripang of the Archipelago, and classed with the lower qualities.

3558. Is there a considerable demand for it in China? —Very extensive demand; the supply has never yet equalled the demand.

3559. Are you aware what the total quantity imported into China in value has been in any one year? —I have already stated it at about 14,000 peculs. I do not know the amount now, because I do not know the extent to which it is sent from Ceylon and the Mauritius; the value of that is about £120,000.

3560. Is the article called tripang the same as bethe-de-mer? —It is.

3561. Supposing that any political or commercial transactions should lead to a prohibition of the direct intercourse between

the European powers and the empire of China itself, do you conceive that the Chinese trade, both in exports and imports, might be carried on through the Eastern Archipelago?—I cannot conceive that the Chinese can stop their trade, for the reasons already stated: but that if they did, I certainly think that it might be carried on in that way, perhaps with some difficulty at first, but it would at last, I am of opinion, be carried on as regularly as it is now, in spite of all prohibition by that government.

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3562. Have the Chinese at Batavia evinced any jealousy or indisposition to the consumption of our manufactures, or to trading with us?—Not the least.

3563. You have stated that some of the Chinese settlers in the island of Java are agriculturists?—They are.

3564. Do they acquire property in land there?—They do not; they rent land. In the towns they acquire, of course, property in their houses; but in the country they are generally farmers of the land. In the district of Batavia they do acquire land where Europeans are allowed to hold land, but not in the native provinces.

3565. From your acquaintance with the Chinese, and other parts of the East, is your opinion with respect to the Chinese population generally the same as that which you have now stated with reference to the Chinese inhabitants of Batavia?—I was settled in Penang for three years, and I had charge of the pepper plantations of the late Mr. Scott there, which were entirely cultivated by Chinese, and I found no difference in their habits and manners in Penang from what I did in Java or in Singapore, or in any other countries through which I travelled.

3566. You have stated that you had doubts whether they would furnish good tea to the extent of the tea required for the European consumption, and the only satisfaction you had was from what the Chinese told you?—Of course, I could have no other means of obtaining information upon the subject.

3567. With respect to our manufactures being used, as you say, in great quantities in the Archipelago, do not you know that that was owing to the great fall that took place in the price of cotton goods?—Of course I am sensible of that: if our goods were not cheaper and better than their own fabrics, they would never have given them the preference.

3568. Has not that had the same effect in India to supersede the native fabrics very much?—I believe the effect is similar every where. In India, of course, it has had the same effect.

3569. Have you examined the cloths of the two countries, the Chinese and the English, with respect to durability?—I have: I have dealt in them both.

3570. Do you think that the British are preferable in that respect?—The Chinese are more durable because they can afford to put a greater quantity of the raw material into the

16 Mar. 1830. cloths ; but the British cloths are generally a finer looking fabric, and please them much better. The natives, I believe, if they can get them cheap, are not very particular with regard to the durability.

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3571. If tea was supplied to Europe through the Archipelago, must it not be supplied at a higher price than it could be supplied direct from Canton?—No ; the Chinese tell me, that in consequence of lower duties by their vessels, they thought they could supply it cheaper.

3572. Must not there be a trans-shipment?—If they brought the black teas from the province in which they are grown to Batavia, I think they would not be much dearer than they are at Canton.

3573. Do not you know that they cannot bring them from the province in which they are grown?—I know that they cannot legally bring them, but I know that they do bring them.

3574. From what parts of China?—From both parts, but particularly from Fokien, from Amoy.

3575. Did you ever examine the qualities of teas sold in Canton, and those which were purchased in the Archipelago?—Yes, I have.

3576. Do not you know that the black tea which is purchased by the Company at Canton is of the best quality of black tea, and better than any other that can be procured?—I am not aware of that. I know that the Company do purchase the best teas, but I am not aware that they are better than any other purchased in the market.

3577. Have you not heard that they have a right of pre-emption, at least that they have the offer of all the black tea at Canton?—I am aware that they have a preference : but I think there are many chops of good teas that the Company do not get at last, so I have understood. The only pre-emption that the Company have is the making contracts the season before, as far as I understand, which gives them the choice of a great quantity of tea.

3578. Is not that preference given solely by the Hong merchants ; are you aware whether the outside merchants give the Company preference?—No ; the Company have a selection from a certain quantity of teas, as far as I have understood, but not from the whole of the black teas.

3579. Have you been at Canton yourself?—I have. I was twice there, but it is a long while ago ; and except in so far as my observation has enabled me to compare the manners and habits of the people in China with those of the settlers in the Archipelago, of course I would wish to speak with diffidence upon that subject.

3580. So far as your observations have gone, have your observations upon your own visits at Canton been confirmed by

what you have seen and heard of the Chinese in the Archipelago?—I was young at the time I was at Canton; but so far as my observations went, I have seen very little difference between the manners and habits of the people in their native country and those settled in the Archipelago.

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3581. How long were you each time at Canton?—I cannot state exactly the time, but I think it was between two and three months each time.

3582. In what year?—In 1806-7 and 1807-8.

3583. Can you state what are the duties upon tea and upon other goods in China, exported in native vessels, as compared with the duties on the same goods exported in foreign vessels?—I believe the proportion is about one-third.

3584. Do you believe that tea could be supplied for consumption in this country at two-thirds the price it now bears, if the Company's monopoly no longer existed?—Judging from the price in other countries, I should think certainly it might for less, and particularly if we pay for it in our manufactures by a free trade.

3585. In what degree would the expense of transmitting merchandise to and from Canton become increased, if transshipment at Singapore were had recourse to?—I have no means of stating the expense accurately, because the freights will depend entirely upon the quantity of shipping that is to be had at the time. If the port of Canton was free to British shipping, I think the expense would be considerably less than the freight that the Company pay direct to Great Britain upon it.

3586. Is there any other intermediate port more direct for transshipment than Singapore, and at what difference of charge?—Singapore is as well suited as any other port; but there are ports in Java, viz. Batavia and Angier, where there are entrepôts established, and where the same trade might be conducted, and I do not think the charge would differ very materially.

3587. If the Chinese government interdicts the transit of teas to Singapore, what would be the expense of breaking through that interdiction?—There would be no additional expense or obstruction to what there is now, because it is illicit now.

3588. Does it go clear of charge, notwithstanding the interdiction, now?—It goes with the usual charges which Chinese vessels pay.

3589. Could not the tea only be brought from China to Java by smuggling?—Yes.

3590. You have said that you think tea could be furnished to this country at less than two-thirds of the present price, and you said you formed that opinion from the price of tea elsewhere; where did you mean?—I mean on the Continent of Europe and in America.

3591. Is the tea on the Continent of Europe of the same

16 Mar. 1830. quality as the tea that is sold by the Company here?—I have always understood so. I have drunk tea on the Continent, and
 ———
 Mr. J. Deans. I have drunk tea in this country. I am no great judge; but I could not perceive there was any difference in the quality.

3592. If any witness has said that it is of inferior quality, would you say that he is mistaken?—No. Inferior tea is sometimes carried to the Continent, because there the trade is free; but here, the trade being all in the hands of the Company, the quality is more equal. But there have been old teas bought in the Archipelago, taken there: and old teas are always inferior to new.

3593. Is the tea taken to the Continent old tea?—Some of it; but I believe not a great proportion, indeed very little.

3594. It has been stated that the tea with which the Continent is supplied is generally an inferior description as compared with the tea used here, is that consistent with your knowledge?—I have understood to the contrary; not that it is better, but that it is not generally inferior.

3595. If you, as a merchant, with a freedom of trade, were exporting teas to two countries, the one a rich country and the other a poor country, would you or would you not adapt the quality of the teas to the market with which you were dealing?—Most unquestionably.

3596. You stated that there were at one time four English ships that touched at Batavia on their way to China, what were those English ships?—Country ships from India.

3597. Was the tea which was brought to Batavia from China brought from the provinces where the tea is grown, or from Canton?—From Fokien, where the black tea is grown.

3598. Did you ever purchase good tea in the junks at Batavia?—The description of tea brought by the Chinese junks is what we consider an inferior quality, suited to the taste of the Chinese settlers and the natives; but I have purchased very excellent green tea and pekoe; but they import a very small quantity of that description.

3599. Was the green tea which you so purchased brought from the province where the green tea is grown?—That was brought from Canton.

3600. Is there any intercourse between Batavia and the province of Kiang-nan?—I am not aware of that.

3601. Are you aware that green tea is grown in the province of Kiang-nan?—Yes, it is grown in the southern province.

3602. And that that province is a maritime province?—I am not perfectly aware of the situation of it?

3603. You have stated that the English manufactures have superseded the manufactures of Java and of China, in a great measure; can you state whether there is any Chinese manufac-

ture which at all resembles English woollens?—I have seen a kind of flannel that they make, but I have not seen much of it, nor am I aware of its exact quality. 16 Mar. 1830.
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3604. Is it made of sheep's wool?—It appears to be wool, or a mixture of wool and cotton.

3605. What is the latitude of Batavia?—Six south.

3606. Is it a fact that woollens are at a certain time of the year in request in that latitude?—Woollens are in general request in that latitude, and very generally worn by all the classes that can afford them, both natives and Chinese.

3607. At what time of the year do they use them?—Throughout the year they require them, but more particularly in the rainy season, when there is a general moisture.

3608. Do you know whether there is a considerable import of furs into China?—I have understood so, but I am not acquainted with that trade.

3609. Can you give the Committee any information with respect to the trade with Japan?—The Dutch are allowed to trade with Japan, and they are only allowed to send two ships. The trade was conducted until two years ago by the Dutch government of Java. I have here a list of the cargoes in the year 1825, both the imports and exports. Since that it has got into the hands of the Dutch East-India Company, and they have very considerably extended it, I believe.

3610. Will you state the principal items of the trade?—In the Japan trade in 1825 there were two ships, amounting in all to about 1,300 tons; one was 600 and the other was 700 tons. The export cargoes consisted of 100 ps. sandal-wood; 1,167 ps. Japan-wood; 500 buffalo hides; 1,638 lbs. ivory, valued at 3,247 f.; 61 lbs. camphor Baros, or Malay camphor, valued at 3,234 f.; 225 Java mats; 24 ps. cocoa-nut oil; 113 ps. cloves, value 18,936 f.; 6,991 ps. sugar, value 104,968 f.; 338 ps. tin, 18,936 f.; Bengal piece-goods to the value of 20,896 f.; hardware and porcelain, 2,250 f.; jewellery, 1,100 f.; glass-ware, 3,748 f.; Netherlands broad-cloths, 75,209 f.; lead, 147 ps. 2,793 f.; Netherlands cotton goods, 61,332 f.; medicine and sundries; making the total value of the export cargoes 373,853 f., or at 12s. ps. £31,154. 8s. 4d. The import cargoes consisted of, viz. 720 ps. camphor, 69,120 f.; 10,745 ps. copper, 617,862 f.; 426 ps. crape, 17,748 f.; cotton cloth, 13,978 f.; medicine, 2,270 f.; provisions, 3,327 f.; sackie and soy, 14,332 f.; wheat, 207 bags, 2,156 f.; silks, 31,600 f.; sundries, 96,089 f.; making in all, Dutch florins, 868,482=£72,373. 10s.

3611. Are the Dutch the only European nation now allowed to trade with Japan?—They are.

3612. Do any other European nation trade at all with them?—I am not aware that any European nation trades with them. I saw a captain of a ship from Bengal who got upon that coast,

16 Mar. 1830. and the boats came off to him in great numbers and purchased every kind of article they had of British manufactures ; they
Mr. J. Deans. had very little, unfortunately, but they sold all that they had in barter for provisions, which they were out of. The officers of the government also came on board and ordered him off, but at the same time asked him if he had cloth such as his coat was made of, and any articles of that kind ; that they were anxious to purchase them. He said he had not : and when he came back they told him to be sure to bring articles of that kind, but on no account was he to come back.

3613. To what port is it that the Dutch are confined in Japan ?
 —Nanga Sakkie : They have a factory there.

3614. Do they remain constantly at the factory at that port ?
 —They do.

3615. Do you happen to know the population of the town ?
 —I do not.

3616. Do you know how the Dutch Factory conduct their business there ?—The Japanese dismantle the ships when they arrive : they receive the cargo into a store, where it is valued, and they give them a return-cargo, valuing it in the same way.

3617. Are there any Japanese junks that trade at all with the Eastern Archipelago ?—I am not aware of any.

3618. Have they no foreign trade of that description ?—I believe not. The Chinese trade with Japan, but I am not aware that Japan junks go to China.

3619. Do you know the number of the Chinese junks that go to Japan ?—I cannot be sure of the extent, but I believe it is considerable.

3620. Is it the general impression in the Eastern Archipelago, that provided a change were to take place in the mode of transacting business with Japan, a very considerable trade might be carried on with that empire ?—It would be an illicit trade ; but our enterprising countrymen generally manage to conduct a trade with every part of the world which they can get to.

3621. Should not you expect that if the free trader were admitted to China, he would find the means of carrying on trade with the empire of Japan ?—I have no doubt they would : but if they did not, the Chinese would find the means of conveying to Japan such articles as they found would suit them, whether Chinese or European manufactures.

3622. Was not that trade carried on by the British government of Java, when that island was in our possession ?—It was.

3623. Under what flag ?—Under the Dutch flag.

3624. Do you conceive that the trade between Java and Japan is an increasing trade ?—In the hands of the government it was as little as it well could be. The Dutch Company have improved upon it considerably, being rather better traders than

the government ; but it is nothing to what it would be if a free trade was permitted there. 16 Mar. 1930.

3625. Do you understand that the Japanese would have any objection to extend the trade with the Dutch government, provided the Dutch government wished?—No; I understand that the Japanese government positively restrict the trade to two ships. They do not limit the size of those ships, but they will allow no more than two.

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3626. How was the trade carried on during that period when we were at war with Holland?—We sent vessels there, and they were received as Dutch ships. The Japanese were aware that they were English, but they could not acknowledge them under any other flag than the Dutch.

3627. You are aware that the trade between China and Europe is confined to Canton; do you consider that as a proof of an anti-commercial spirit in the Chinese government, or to what cause do you ascribe that restriction?—I should rather suppose it to be political. It would be as unfair to the Chinese to conclude that that was a proof of an anti-commercial spirit, as it would be to conclude that we had an anti-commercial spirit in Great Britain, because before 1814 the whole trade of India and China was confined to the port of London.

3628. Are there any discriminating duties upon British goods imported into Java as compared with those imports from the Netherlands?—Yes; Netherland goods imported with a certificate of origin are duty free, while British goods direct from Great Britain, that is to say, woollens and cotton manufactures, pay 25 per cent. *ad valorem*; coming by way of British India they pay 35 per cent. *ad valorem*.

3629. What price per cent. upon the prime cost of tea at Canton would you consider sufficient to remunerate the importer?—It would depend upon whether the trade was free. I should think, if they paid in British manufactures, it is probable they would sell at a profit; and, like the trade in all other parts, be glad to realize that profit upon the returns in tea.

3630. Is it then your opinion, that if the merchants had a profit on the outward cargo, they would bring home tea for nothing?—That if they could make a remittance at par of the profits made in the cargo out they would be contented.

3631. As the trade now is, do you consider the loss of not having a remittance to Europe to be almost equal to the profit on the outward investment?—There would be great difficulty in obtaining a remittance at present, unless the returns were allowed to be made in teas or other Chinese products.

3632. Supposing the trade in tea to be perfectly free, in that case do you suppose there would be a difficulty in obtaining a remittance in return for whatever British manufactures might be exported?—If the trade were free, I conceive there would

16 Mar. 1830. be returns for more than the manufactures that could be sold in China for some years; because, of course, the introduction must be gradual.
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3633. Have you heard any thing of the American trade from America to Canton?—I have.

3634. Is not the most favourable mode of trading with China by sending bullion without any goods?—They have sent bullion in general, until latterly; when, I believe, they have come to this country, and exported both cotton and woolen manufactures, which they have found profitable.

3635. Have you not heard that the trade is considered to be most beneficially carried on between America and Canton, in sending bullion and bringing home tea?—I believe they had no option; they had nothing but bullion to take to China.

3636. How many ships have the Dutch sent to Japan lately?—Two: they have never been allowed to send more, and they do not send less.

3637. Are they not subject to great indignities there, when they get to Japan?—I have understood so; so far as being confined to one port, having their ships dismantled and their cargoes valued, and an export-cargo given them, such as the Japanese choose to set apart for them; but I understand it is generally done upon pretty fair principles.

3638. Are not the Europeans in China confined to one port at Canton?—They are.

3639. Do you understand that any greater indignity is offered to the Dutch ships in Japan?—Except the dismantling of their ships, I do not know of any other.

3640. Was not that the practice with respect to the China trade, by taking away the rudders, up to a period comparatively recent?—I have heard so; but I cannot say up to what period it was continued.

3641. Does not the advantage of exporting bullion into China depend upon the value of the bullion in the country from whence it is exported?—Of course it must.

3642. Were there any ships sent to Japan during your residence in Java?—There were two ships every year during the whole time of my residence there.

3643. Have not the Americans, since they carried out British manufactures to Canton, carried out fewer dollars?—They certainly have; they carry out no more, including both, than is sufficient to purchase their cargoes home.

3644. Do you apprehend that the trade, if free, could be carried on by British manufactures alone to Canton?—In time I have no doubt it would, because we should imitate the manufacture of their favourite fabrics, and greatly extend the consumption of our manufactures; but it would take time.

3645. Then you do not consider that in a short time the trade would be any drain of bullion from this country?—It would be no more a drain of bullion than it is at present, I conceive. It is the different British merchants at present trading from India to China who afford to the Company the means of purchasing tea, in place of the bullion they formerly carried out; and those same funds would be at the disposal of respectable British merchants for the same purpose.

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3646. Have you been much in British India?—I have been there, but never resided there for any time.

3647. In what parts of India have you been?—I was at Bombay a long while ago; but I have been two or three times to Bengal, and I have been once at Madras.

3648. You are aware that, at present, it is not permitted to any foreign vessels to go into any port of China excepting Canton; but supposing there was an entrepôt for European manufactures, including British, in any port of the Indian Archipelago, might not they be imported from that entrepôt into any other port of China in Chinese junks?—Although the trade to China, even with foreign vessels, is confined to the port of Canton, I have understood that within the last two or three years country ships have been in the habit of proceeding to the northern ports, and have sold considerable quantities of opium along the coast, and have brought back dollars; and I have no doubt, if there was an entrepôt in the Archipelago for British manufactures, that not only British ships but native junks would carry considerable quantities to the ports of China.

3649. Have you seen many of the Chinese junks in the Eastern Archipelago?—I have.

3650. What is your opinion as to their safety at sea?—During the whole time of my residence in the Archipelago, I do not recollect to have heard of the loss of any but one. They generally leave China in the favourable monsoon before the wind, and go back in the same way: they are scarcely ever lost, and it is seldom that any accidents happen.

3651. To how many years do you apply the observation you made, that there was only one lost?—My experience extends to twenty years.

3652. Were you in such a situation in Batavia and other parts, that if more than one junk had been lost coming to Batavia you would have known it?—I think it is likely that I should have known it; we generally get pretty correct reports of the losses.

3653. Have you ever been on board the junks at Batavia?—Frequently.

3654. Have you ever done any business with them in buying or selling?—I have.

3655. Supposing a trade in European manufactures, including British manufactures, to be carried on between the Indian Archi-

16 Mar. 1830. pelago and the northern ports of China, would not tea be imported from the provinces of Fokien and Kiang-nan into the Indian Archipelago?—They are at present imported into the Indian Archipelago. If they became in demand in the European market, I have no doubt that they would be extended as I have already stated.

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3656. Without their being obliged to go to Canton?—Yes.

3657. So that, in that case, the teas would be exported from those provinces of China in which they are produced without the expense of the transport from those provinces to Canton?—Yes.

3658. Are you aware whether tea finds its way for consumption from China to Cochin China and Siam, or the Philippines and other parts of the Indian Archipelago?—Yes, it does. I understand that the tea from China finds its way to Siam, Cochin China, and the Philippine islands, and even to Japan. Some of that brought by Cochin China came to Singapore, and from Singapore found its way to Batavia.

3659. How was it brought?—In junks to Singapore.

Mr. JOHN ARGYLE MAXWELL called in, and examined.

Mr. J. A. Maxwell.

3660. HAVE you ever visited China, Java, and Singapore?—

I have.

3661. Have you resided at the latter?—I have.

3662. In what capacity?—As a commission-agent and merchant.

3663. How long did you reside at Singapore?—Better than six years.

3664. Have you been in Canton?—I have.

3665. In what year did you go to Singapore?—I went to Singapore first in 1822, and I remained there till 1828.

3666. In what year were you in Canton?—I was first in Canton in 1826, and again in the end of 1828.

3667. How long did you remain each time?—The first time for about six weeks, and the last time about three months.

3668. Did the nature of your commercial transactions in Singapore bring you into much intercourse with the Chinese or with China?—It did.

3669. What was the nature of your intercourse?—I generally had a discretionary power from my constituents to send any of their property to a neighbouring market that might promise better than Singapore, and in exercising that discretion I have often had transactions with Canton.

3670. Were your constituents resident in England?—I had constituents in Germany also.

3671. Were your consignments from Germany to any con-

siderable amount?—In 1826 I had one consignment, to the value I think of about £12,000, from Hamburg; and in 1827 I had another consignment, to the value of about £30,000, from Hamburg also.

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3672. Can you state what the cargoes of those ships consisted of?—They were general cargoes, but the greater proportion of them woollens.

3673. What description of woollens?—The larger portion of the description termed ladies' cloths. I had one lot, of the value of about £5,000, shipped by the Royal Prussian Society of Stettin, and stated to me to be of the same description of cloth which was taken by the Russians for the Kiachta market.

3674. Did you send those woollens to China?—I made some sales of them at Singapore, and sent the rest on to China according to my instructions.

3675. In Singapore did you sell them to the Chinese junks?—I sold a part of them, to the value of about £1,000 at Singapore.

3676. Are the ladies' cloths of a finer description?—They are of a finer description; what is usually termed light woollens.

3677. What was that sent by the Royal Society of Stettin?—An intermediate kind of cloth, rather heavy.

3678. Can you state the proportion of the value in those cloths as compared with the English cloths sent to the China market, as to the quality of cloths of the same price?—I should think the English cloths at the same price were better in quality, and certainly better in colour.

3679. How did the portion of the consignments sent to China answer in that market?—Not very well; the cloths were suitable enough, but the breadths were deficient, and the colours were badly selected.

3680. Had you any English woollens under your charge?—Frequently.

3681. Do you conceive them better adapted to the market than the German woollens?—I think that the English cloth generally is a superior article at the same price.

3682. Did you ever send any English woollens from Singapore to Canton?—I once sent some English woollens of the description termed long clls.

3683. How did you send them?—I sent them under the American flag.

3684. How did that consignment turn out?—Sales were made of them at better prices than I could have got at Singapore.

3685. Did it realize a fair profit or not?—Judging from the

16 Mar. 1830. invoice I had with them, there was no profit at all; the manufacturers usually send invoices at very advanced prices.

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3686. In what year was it you sent the English woollens?—
In 1824.

3687. Have you any means of knowing whether that consignment returned a profit to the original exporter, or not?—
The original exporter seemed satisfied with the sale I had made.

3688. Did you invest any portion of the proceeds in teas on account of your German constituents?—I did in 1826; I think I invested to the amount of nearly £2,000 in teas.

3689. Was this a barter transaction?—I found it necessary to barter them for teas, otherwise I should have felt a difficulty in effecting a sale at all at that time.

3690. At that particular time was the market glutted with goods?—It was very much glutted at that particular time.

3691. Is it, however, the usual state of the Chinese market to be very much glutted with goods?—I cannot give any information upon that subject.

3692. With whom was this transaction conducted?—With one of the Hong merchants, Poonequa.

3693. How was it managed; was there a supercargo there, or an agent at Canton?—I was at Canton myself, and employed an agent besides.

3694. Have you ever consigned goods to an agent at Canton while you were resident at Singapore?—The English woollens that I allude to were consigned to an agent at Canton, and these sent in 1828.

3695. To whom were they consigned?—They were consigned in 1826 to a Spanish house, Messrs. Gusani and Co.; one of the partners was an Englishman residing at Canton under the protection of the Spanish flag. They held the Spanish consulate.

3696. What is his name?—Mr. Matheson.

3697. Is he there now?—He is.

3698. Can you state the particulars of the assortment of tea you made in 1826 for the Hamburgh market?—200 $\frac{1}{4}$ chests of bohea, at 14 tales per pecul; 500 $\frac{1}{4}$ chests of congou, at 25 tales per pecul; campoy, 50 $\frac{1}{4}$ chests, at 24 tales; 50 $\frac{1}{4}$ chests souchong, at 24 tales; 50 $\frac{1}{8}$ chests souchong at 24 tales; 50 $\frac{1}{16}$ chests souchong, at 25 tales; 50 $\frac{1}{4}$ chests of pecco, at 90 tales; 50 $\frac{1}{8}$ chests of pecco, at 90 tales; 500 $\frac{1}{4}$ chests of hyson-skin, at 24 tales; 100 $\frac{1}{8}$ chests of hyson-skin, at 25 tales; young hyson, 50 $\frac{1}{4}$ chests, at 40 tales; 25 $\frac{1}{8}$ chests of young hyson, at 40 tales; hyson, 100 $\frac{1}{4}$ chests, at 60 tales; 25 $\frac{1}{8}$ chests, at 60 tales; 50 $\frac{1}{16}$ chests, at 60 tales; 10 $\frac{1}{4}$ chests imperial, at 54 tales; 10 $\frac{1}{8}$ chests, at 54 tales; 20 $\frac{1}{16}$ chests, at 54 tales; 10 $\frac{1}{4}$

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 chests of gunpowder, at 60 tales; 10 $\frac{1}{2}$ chests, at 60 tales; 10 $\frac{1}{8}$ chests, at 60 tales. I wish to explain, with reference to the prices I have mentioned, that I have no means of referring to the invoice of the teas; and in stating these prices, I have stated the highest limit that I authorized to be given for the teas. I presume they were got under those limits; and I rather think the quantity of each kind might have been different from what I have mentioned.

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3699. How many pounds of black tea are contained in a quarter-chest?—About sixty-seven pounds.

3700. Do you happen to know whether there is the same contained in those quarter-chests as would be contained in the quarter-chests imported by the East-India Company?—I have no access to know what the chests imported by the East-India Company contained.

3701. Can you tell whether the quality of the teas afforded satisfaction to your employers?—I have every reason to think that the quality did afford satisfaction. The prices were considered very high by a respectable house, to whom the better portion was sent; but the quality was not complained of in any way.

3702. Have you reason to think that the price was higher than the market price in China at the time?—Having taken them on barter for an article so unsaleable as the cloths were, at the time the prices were a shade higher, but probably not much.

3703. Had there not been a fall in the price of teas in Europe at the time they arrived?—There was a fall of 20 to 30 per cent. intermediately.

3704. At what time did the fall take place?—My letter from Hamburgh, of the 30th of October 1826, advises a fall from 20 to 30 per cent.

3705. When did the ship arrive in Hamburgh?—The ship left Sincapore the May following, the teas came down in January 1827, and the ship arrived for them in May 1827. It arrived in the course of the season at Hamburgh.

3706. Supposing that fall not to have taken place in the European market, do you conceive that the result of the investment would have been profitable, or otherwise?—My attention was strongly called to teas by the house alluded to, from which I suppose they considered it a more advantageous remittance than any other. The assortment was according to what they advised as suitable.

3707. What was the name of the house?—The house of Merk and Company, of Hamburgh.

3708. Was the transaction, in point of fact, advantageous or otherwise?—I am not aware whether there was any communication made to me by that house as to the actual result.

16 Mar. 1830. 3709. What commission were you in the habit of charging?—
 — Five per cent. on sales, two and a half per cent. on remittances
Mr. J. A. Maxwell. in produce, one per cent. for remittances in bills, and one per
 cent. on trans-shipping merely.

2710. Does the commission vary much?—The rates I have
 stated were those fixed by a meeting of the merchants in Sinca-
 pore, and I believe them to be the rates in general use.

3711. From your observation at Canton, should you say that
 the English, and especially the English Factory, are held in
 higher estimation than other foreigners by the Chinese govern-
 ment?—I think the Chinese government seem to throw the
 same discredit very much upon all foreigners. On this point I
 can, however, refer to what I consider an authentic translation
 of two communications from the authorities at Canton, addres-
 sed to the court of Peking, about the time of the Topaze's
 affair.

3712. In what year was that?—It was about the year 1821.
 With regard to the Christian merchants, "I reasoned with
 them," said the governor, "and pointed out to them the great
 principles of justice and equity, and showed that it was right
 for them to do what I required of them; but all in vain; good
 principles and solemn truths had no effect upon them, and I
 was compelled to interdict their trade to touch their gains.
 And no sooner was that done than they submitted. They are
 a mercenary gain-scheming set of adventurers, whom reason
 cannot rule; the dread of not making money is that which alone
 influences them." And again, "The English might at any
 time be brought to stoop if tea were refused; but if they could
 get the tea in any other way, they would be careless about
 pleasing China, would indeed despise her, and do as their
 humours dictated." By *Tea-Reins*, said the governor to the
 great Emperor, alluding to the management of a vicious horse,
 your majesty can control the English, therefore let us take
 care that they get no tea but what we choose to give them."

3713. How do you know that to be an authentic document?
 —It was published at the Anglo-Chinese College of Malacca,
 in 1823; and from the connection of Dr. Morrison with that
 establishment, I think that every thing connected with China,
 coming from the Anglo-Chinese College, has the weight of his
 authority.

3714. Do you conceive that the English Factory at Canton
 possess any other weight than that which results from the ex-
 tensive nature of their dealings?—From any thing that has
 ever come under my knowledge I have no reason to think that
 they have.

3715. Do you not conceive that private merchants, carrying
 on the same extent of business, would probably possess a similar
 degree of influence?—I conceive that if the English trade to

China had been carried on through private merchants, in the way that it has been done by the Americans, the same consequences would probably follow; that the advantages of the trade would become more generally diffused among the Chinese; and that a numerous body of Hong merchants could present more formidable obstacles to the encroachments of the government than one or two or three individuals, as at present.

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Mr. J. A. Maxwell.

3716. Do you think that the American influence in China has increased or declined within the last few years?—I think it has declined since the departure of Mr. Cushing from China.

3717. Can you state any advantages which were gained to the American trade under Mr. Cushing's management?—The American trade escaped under Mr. Cushing's management, or rather measurement, to a great degree, the port-charges at China. American ships coming in ballast were enabled to take cargoes of rice to Canton, and thereby gain exemption from the charges alluded to.

3718. Was Mr. Cushing held in great estimation in Canton?—He was considered to have more influence with Howqua, the chief Hong merchant, than any other individual whatever.

3719. Not excepting the members of the Select Committee?—Not excepting any one.

3720. Do the Chinese admit cargoes of provisions without payment of duty?—An edict was issued about the year 1824, a scarcity of rice being apprehended, authorizing ships bringing, I think, 4,200 peculs of rice to be exempted, without payment of certain port-charges. The edict was afterwards modified; and now, I believe, any vessel, without reference to size, bringing a full cargo, is admitted without paying these charges.

3721. Do you know any other ships, except Americans, that have in this way escaped these charges in China?—There was one case that came within my own personal knowledge, of a ship under the Dutch colonial flag: but many cases may exist in Java that have not been within my observation.

3722. What was the name of that ship?—The Sourabaya.

3723. Do they escape the charges on departure, as well as those on entering?—There are no port-charges on departure; they escape entirely what is usually called the measurement charges.

3724. Do they escape the cumshaw?—I do not think they do altogether; they escape perhaps only that portion which goes to the government, merely, of every charge.

3725. Are there frequent instances of bankruptcies among

16 Mar. 1830. the Hong merchants in China?—Two have occurred within the time that I have been in India.

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3726. Do you know the names of them?—The last was Manhop, in 1828, for about a million and a half of dollars; the name of the other was Konsequa.

3727. Do you know what was the result of that failure?—The Co-hong, that is the body of the Hong merchants, are on those occasion considered responsible for the debts of the person failing; and in the case of Manhop they came, with great difficulty, into an arrangement to pay his debts, without interest, in five years; but in Konsequa's case it was, I believe, eight or nine years, without interest.

3728. Were the debts paid in those cases?—They were in the course of liquidation. Manhop's only took place in 1828.

3729. Is it the general expectation that his debts will be paid?—I believe it is.

3730. Do you know whether Manhop or Konsequa were either of them indebted to the Company?—I could not understand that Manhop was; he was indebted to some of the supercargoes, I believe, but not to the Company.

3731. Was Konsequa indebted to the Company?—I have no knowledge of the particulars of Konsequa's affairs.

3732. Do you know any thing of the mode in which petitions are presented to the Chinese authorities at Canton?—It is a great object to assemble as great a force as possible on these occasions, and to proceed with as much secrecy and despatch, as to escape the observation, if possible, of the persons stationed at the gate; and when they gain possession of the gate, they endeavour to maintain themselves there till a Mandarin appears, for the purpose of receiving the petition. It is generally a scuffle at the gate.

3733. Do you know any instance of such a petition being presented while you were residing at Canton?—There was a petition presented at the gate in October 1828, by the supercargoes of the East-India Company.

3734. Do you happen to know whom they were headed by?—I think the deputation was headed by Mr. Davis of the Company's Factory, accompanied by the commodore, and some of the commanders and officers and seamen of the fleet.

3735. What was the object of that petition?—The inferior Mandarins, I believe, at Macao, had interfered with the conveyance of letters, and with the landing of passengers' luggage at Macao; the object was to obtain redress for those grievances.

3736. Did they obtain redress?—Immediately.

3737. Do you know any thing of the duties levied at Canton

on exports and imports?—A table of duties was published by the Anglo-Chinese college at Malacca in the year 1823, the only table that I have ever seen.

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3738. Do they include the consoo charges?—They do.

3739. Do you know whether there is much smuggling in China?—The opium trade is altogether a smuggling trade.

3740. How many ships have you ever seen conducting the opium trade together?—When I passed Lintin there were fourteen ships lying there, and I should think ten of them were opium ships.

3741. Of what country were they?—One American and one Portuguese, and I think the rest were country ships.

3742. Is the opium taken to China chiefly Indian opium?—Almost altogether Indian opium.

3743. Does it come from the Company's territories?—It is grown altogether on the Company's territories, excepting what comes from the Portuguese territories.

3744. Do you know whether it is packed in chests bearing their mark?—Always, as far as my recollection goes: I have often opened chests, and I never found their mark wanting.

3745. Have not the Chinese government found it impossible to put this trade down?—Quite impossible; they have issued repeated edicts against it, but to no effect.

3746. To what circumstance do you attribute the rapid increase in the consumption of opium in China?—To the greater facility that is afforded at Lintin by the ships lying there, to what there was formerly, when the ships lay at Macao or at Whampoa.

3747. Do you know whether there is much smuggling in China in the articles of export?—As far as my own experience went, I found the parties who were not Hong merchants ready to make a bargain either way; that is, to deliver the article as a smuggled article at Lintin, or in the usual way at Whampoa.

3748. Have not they some term by which they distinguish the illicit trade?—They usually call it the *Smug-pigeon*.

3749. Were you at Canton when the Hong-merchants interdicted the shopmen from conducting the business?—It occurred some time previous to my last visit to Canton in 1828.

3750. Was it generally considered that the Company's Factory had instigated the Hong merchants to do that?—That was the general impression.

3751. What was the effect upon the trade?—At first the effect was to interdict all dealings with the shopmen.

16 Mar. 1830. 3752. Did that state of things last long?—When I arrived there its effects were visible; but before I left China they had almost entirely disappeared.

—
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well.

3753. What interval elapsed between your arrival and your departure?—Three months.

3754. Who were the principal sufferers by this?—The Americans: they conducted the greater part of their business with the Hong merchants.

3755. Did they make their remonstrances to the Viceroy?—They made two remonstrances, and had a reply to one of them; but I believe it was addressed to the Hoppo.

3756. Have you any copy of them?—I have.

3757. Will you state the date of the first remonstrance, and by whom it was made?—The date of the first is omitted; it professes to be signed by N. Talbot, consul or agent for the United States of America, T. W. Oliphant, N. Dunn, J. R. Latimer, J. H. Blight, &c. &c.

3758. How many Hong merchants are there who transact business?—There are only three, or, at the utmost, four in established credit.

3759. Do you consider them possessed of sufficient capital for carrying on the whole foreign commerce at Canton?—Certainly not.

3760. Have you heard any estimate of the value of the whole export and import trade at Canton?—I have heard the European and American trade estimated at 60,000,000 of dollars.

3761. What proportion of this trade is considered to be carried on by the East-India Company?—About one-fourth.

3762. Is the invoice value of the trade of the East-India Company in Great Britain and China larger than that of the Americans?—Those circumstances have never come within my knowledge, except upon reference to Parliamentary documents, and according to those I made up a statement from the year 1821 to 1827 inclusive. The result of that statement is, that the American trade for these six years exceeds that of the Company by £382,812 sterling.

3763. Do you speak of the imports or the exports?—The imports and exports together.

3764. Will you have the goodness to deliver in the statement you have made out?—

[The witness delivered in the same, which was read as follows:—]

ACCOUNT of the Trade (Total Import and Export) of the Americans and of the East-India Company with China for the six years ending 1826-7.* 16 Mar. 1830.

Mr. J. A. Max-

American Trade.		East India Company's Trade.	
1821-2	£3,306,004	1821-2	£2,678,422
1822-3	3,436,960	1822-3	2,630,002
1823-4	2,597,893	1823-4	2,805,428
1824-5	3,783,686	1824-5	2,500,898
1825-6	3,576,862	1825-6	2,538,932
1826-7	1,778,293	1826-7	3,029,144
	£18,479,698		£16,182,826
Average.....	£ 3,079,949	Average.....	2,697,137
		Difference.....	382,812
			£3,079,949

* Note.—Papers relating to the trade with India and China, printed 4th June 1829; Nos. 20 and 25.

3765. Have you found any difficulty in carrying on your commercial intercourse with the Chinese at Canton?—I have never been any where where business is so easily done as at Canton, on the same scale.

3766. What is the language generally employed there in conducting business?—A broken kind of English, a mixture of English and Portuguese, is in general use, and is now so well established that there are schools for teaching it.

3767. Where are the schools?—In the neighbourhood, I should suppose, of the shopmen. I have heard boys of twelve years of age speak it.

3768. Did you ever know an English private ship with an entire European crew go to Canton?—I have known several private traders with European crews. I went myself up to Canton in 1826 in one of them, the Exmouth; and I knew another, the Sarah; she loaded at Macao in 1828, before I left, with a cargo on account of the Company's commanders at Macao.

3769. What were those crews?—Europeans, in both instances; and I heard of many others.

3770. Were they a mixed crew of Europeans or entirely English?—I should think the greater proportion of the crew that I went up with was English; I believe the whole were English.

3771. Did you ever hear of any difficulty at Canton on account of the vessels that traded there with English crews?—Never.

3772. Under what permission did those ships go to Canton?

16 Mar. 1830. —In the case of the *Exmouth*, she went by permission from the Bombay government. In the case of the *Sarah*, I think it was by permission of the Bombay government also. The *Exmouth* carried a cargo of cotton from Bombay to Canton.

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3773. Have you ever known of any country ships proceeding to Chinese ports, north of Canton, and trading with the natives?
—I have heard of several of those adventures.

3774. Can you state what the cargoes were that they took?
—The cargoes generally consisted of opium, almost altogether; in some cases they took a little saltpetre, I believe.

3775. Did they find any difficulty in effecting sales with the natives?—I understood that they always effected sales; I did not hear that there were any extraordinary difficulties.

3776. What were the ports they went to?—Many of the ports have escaped my recollection, but I recollect the port of Ching-choo and Chusen, and the island of Formosa.

3777. Do you know where those ports are situated?—Ching-choo is in the province of Fokien.

3778. What reception did you understand the natives gave to those adventures?—I believe they gave a good reception. A Spanish gentleman, who was a supercargo in one of the expeditions, told me that he landed on Formosa and walked several miles. I recollect his mentioning particularly that he observed the remains of European houses there, which he considered to have been the remains of those that were occupied by the former Dutch factory at Formosa.

3779. Do you know how long it is since that factory was removed?—I should think more than one hundred years.

3780. Did you understand that the sales which were effected at the northern ports were at a considerable advance above the Canton prices?—I could not understand that there was any great advance. I heard the parties mention that they found the Chinese dealers there in possession of regular current-prices from Canton, stating the stock on hand of opium, and other circumstances connected with the market.

3781. Do you remember an instance of the *Merope* making an adventure of that nature?—The *Merope* returned from one of those adventures a few days before my arrival in China: I boarded her at Lintin as I was passing.

3782. Had she disposed of all her cargo?—I understood of the whole of it.

3783. Do you know what was received in exchange for her commodities?—I believe silver.

3784. No tea?—I never heard of any tea.

3785. You have mentioned price-currents being found in the northern ports of China, do you mean that the Chinese themselves had price-currents, or only European price-currents?—

The Chinese themselves had price-currents ; regular statements of the markets. 16 Mar. 1830.

3786. Does that consist with your knowledge respecting the Chinese in other countries?—I have found the Chinese in the Straits of Malacca always well-informed of the state of the markets in Canton.

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3787. Would there be any serious injury sustained by the government officers at Canton by the interruption of the trade at that port?—The government appointments at Canton are understood to be more valuable than any other appointments under the Chinese government, in consequence of the foreign trade.

3788. How many British subjects are there residing in China, independent of the Company's factory?—Natives of Britain, about thirty.

3789. What are the usual rates of commission charged by British houses of agency at Canton?—Three per cent. on sales, two and a half on returns in produce, one per cent. on returns in bills ; but these points are usually matter of arrangement between parties.

3790. Were there any Chinese residing at Singapore when you were there?—A great many ; the largest proportion of the population are Chinese.

3791. What impression has the Chinese character made on you?—That they are a very shrewd, intelligent, and enterprising people, more alive to the value of character than any other Asiatics that I have ever met with.

3792. Do you consider them to be a commercial people?—Highly commercial ; their commercial propensities are stronger than those of any other people.

3793. Is there much intercourse between Singapore and China in Chinese junks?—A very considerable intercourse ; about eight junks annually.

3794. Do you know the size of the largest of the junks?—It is very difficult to estimate them by European tonnage ; they are very unwieldy looking vessels. I should think the largest of them is about 800 tons that I have seen at Singapore, and the smallest about 500.

3795. From what ports of China do they come?—The largest, but the least valuable, come from Canton ; the smaller ones (the green-headed junks, as they are termed, from the green paint on their bows) are from Fokien.

3796. Do you know the nature of the cargoes they generally bring?—The cargoes are generally intended for the Chinese colonists in the Archipelago. The Canton junks generally bring a large quantity of coarse earthenware, some raw silk, nankeens, tobacco, sacrificial paper, and various articles for the use of the Chinese colonists. The Fokien junks bring almost the same

16 Mar. 1830. articles, with the addition of camphor, sugar-candy, and a larger quantity of silk and nankeens.

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3797. Do they import any tea to Singapore?—They every year bring teas for the use of the Chinese colonists.

3798. Is not that a tea of an inferior description?—It is not perhaps a superior tea, but it is not inferior to what the general class of Chinese colonists use.

3799. How do you designate it?—It is black tea; but I do not know the particular denomination.

3800. Have you known any quantity of tea brought down to Singapore for other use beside that of the Chinese?—One season there were about 5,000 boxes brought down.

3801. Supposing the trade in tea to be thrown open, do you conceive that tea might be imported into Singapore of a quality fit for the European market, and in sufficient quantity?—I have no ground for speaking positively on that subject; but several of the Chinese there have frequently offered to contract with me for the supply of black teas from Fokien.

3802. Can you state with respect to green teas?—They would come direct from Canton, and it would be more difficult to get them, I should think.

3803. Are you aware whether the green teas are also grown in the maritime province?—I rather think they are not grown in a maritime province.

3804. On what terms did they offer to supply them?—The thing never got to that length, for I could not have made use of the teas if I had got them.

3805. Do you consider that they will deliver them at Singapore upon somewhat the same terms on which they are now sent to Canton?—They stated with great confidence that they could deliver them at Singapore on such terms as would make it an object for Europeans to purchase them.

3806. How did they suggest that this object could be accomplished?—They suggested to me to obtain at Canton chops of the different descriptions of teas that were supplied (by chops, I mean the Chinese name in Chinese characters); they proposed to send those chops up to Fokien, and to secure a supply of tea by the return of the junks.

3807. Have you ever heard that there is an imperial edict against the exportation of teas sea-wise?—I am aware that such an edict exists.

3808. Do you think that would prevent such an intercourse taking place?—No; I think they would disregard it, as they do other edicts.

3809. Are they in the habit of disregarding all edicts, the object of which is to stop foreign trade?—I never heard a Chinese quote an edict as an obstacle to the purposes he had in view.

3810. Have you ever heard of tea imported direct from China into Cochin China, or Siam?—I believe part of the lot I have alluded to of 5,000 boxes was imported into Singapore from Sygoon in Cochin China. 16 Mar. 1830.
Mr. J. A. Maxwell.

3811. Is there much intercourse between Singapore and the kingdoms of Siam and Cochin China?—There is a great deal of intercourse, particularly with Siam.

3812. What quantity of vacant European tonnage do you think returns annually from China to Singapore?—About 12,000 tons; ships from the Presidencies that carry cotton or other cargoes to China, and coming back in ballast.

3813. Do many vessels resort to Singapore and Batavia from New South Wales?—A great many. The last five years I was in India there was about an average of at least 3,000 tons to India from New South Wales.

3814. What information have you lately received from Singapore as to the rates of freight?—The latest quotations from Singapore were for tin, as dead weight, 25s. a ton; sugar, £3 a ton; coffee, £3. 10s.; measurement goods, £4 per ton.

3815. In what degree would the expense of transmitting merchandize to and from Canton become increased if transshipment at Singapore were had recourse to?—As compared with the present freights, I should think the expense would be diminished greatly.

3816. Do you consider Singapore a convenient entrepôt for European and Chinese merchandize?—Highly convenient; the most convenient station in the Archipelago.

3817. Should you anticipate great commercial benefit to this country, upon the whole, from the removal of the Company's monopoly in China?—Certainly.

3818. Have the Chinese any manufactories at Singapore at the present time?—They have manufactories of pearl, sago, and of gambier.

3819. Does it consist with your knowledge that they have sent for steam-engines and machinery from England to carry on those manufactories at Singapore?—It consists with my knowledge, that one Chinese wished to have a steam-engine of three or four-horse power, and that he authorized a house at Singapore to procure that steam-engine for him, if it could be got at a certain expense.

3820. Has it arrived?—Not when I left Singapore.

3821. Are you aware that Prussian blue was an article of very considerable import into China?—I understood it was.

3822. Is it so now?—I believe not, in consequence of a Chinese that had acquired a knowledge of the process in Europe having settled himself at Canton, where he manufactures it now.

16 Mar. 1830. It did not come within my own personal observation, but I heard the thing generally talked of at Canton.

Mr. J. A. Maxwell.

3823. Do you consider the East-India Company's Factory in China indispensably necessary to the maintenance of the British commercial intercourse with that country?—I have never heard it considered so, and I do not consider it so.

3824. Do you consider it conducive to the facility of trade generally?—There being only a particular trade carried on through the Factory, I cannot state that it is conducive to the general trade of the country: the general trade has had no access to China.

3825. Are the Committee to understand that, in your opinion, the Company's Factory at Canton is of no advantage to any other trading community but the East-India Company?—I think that the Company's Factory, from the magnitude of their operations, have great influence with the Hong merchants; and that, whenever they may choose to exercise that influence in favour of any particular interest or other, to that extent it will be beneficial to that particular interest.

3826. Are you aware that there was no factory at Canton before 1758?—I have understood so.

Jovis, 18^o die Martii, 1830.

Captain WILLIAM LANGLEY POPE called in, and examined.

18 Mar. 1830.

Captain W. L. Pope.

3827. ARE you engaged in the sea-service?—I am.

3828. Did you make any voyage in the year 1826, and in what ship?—I left England in 1826 in the *Boyne*; I went to New South Wales, and from thence to China.

3829. What was the tonnage of your vessel?—She was 620 tons register, or thereabouts.

3830. By whom were you chartered on these two voyages?—I was chartered out by the Government, and home by the East-India Company.

3831. Did you make that voyage and reach Canton?—I left England, to the best of my recollection, in May, and went to Cork. I left Cork in June, 1826, and I returned in September 1827 to London.

3832. Did you take any cargo from New South Wales to Canton?—None, except the cargo that I took from England, which was some iron and flints. That I took on with me.

3833. Did you dispose of the iron and flints at Canton, and at what rate of profit?—I sold the iron at 125 per cent. profit: The flints were bought here for £30 for fifty tons, and sold there for upwards of 900 Spanish dollars, or nearly £225 sterling.

3834. Will you state the amount of that in sterling money? 18 Mar. 1830.
—According to the exchange the dollar was then 5s., therefore
it would be a quarter.

—
Captain
W. L. Pope.

3835. What would have been the freight of the iron and flints?
—I am not aware what it would be to Canton, but it would be
to any part of India from two to three pounds per ton.

3836. How many tons of iron had you?—I think about
twenty.

3837. What cargo did you take on board at Canton for
Europe?—I loaded with teas for Europe.

3838. How long did you remain at Canton?—The ship was
three weeks at Whampoa, that is the place where they usually
load, but I was altogether in China five weeks.

3839. What length of time were you in completing your com-
mercial arrangements at Canton, in selling what you had to sell,
and purchasing what you wished to buy?—Three weeks.

3840. Could you have completed those transactions in a
shorter time?—I think it could have been done in a fortnight.

3841. Were the port-charges upon the ship Boyne paid by
you?—The port-charges were paid by the East-India Company.

3842. Can you state what those port-charges were, or had
you any means of ascertaining what they were upon ships of a
similar tonnage?—Yes; on the ship Lady East, of 651 tons. I
have an extract from her accounts, and the whole, including
pilotage, is 5,202 Spanish dollars.

3843. Can you state the details of that account?—I can.
The cumshaw and measurement, 4,436 dollars 80 cents; lin-
guist and compradore, 477 dollars; commission on the above
sums, 122 dollars 4 cents. Paid by ship—Pilotage, bar-boats,
and outside pilot, 167 dollars; making together 5,202 dollars
and 84 cents. But the 167 dollars were paid by the owners of
the ship; the Company do not pay the pilotage.

3844. You have stated that you took tea on board at Canton,
was that tea entirely on the Company's account, or any part of
your own?—There were twelve tons of my own teas.

3845. How much of the Company's?—According to their
regulation there were 596 tons; that is, according to their way
of calculating tonnage, from 800 to 1,000 pounds weight which,
when put into cases, will measure 72 cubical feet. According
to that the Boyne had on board, with my tonnage, altogether
875 tons of 50 cubical feet to the ton, which is the customary
measurement.

3846. How did you buy the tea which you purchased on your
own account?—I bought it through an agent.

3847. Are you aware whether it was purchased by that agent
from the Hong merchants, or from the outside merchants?—
From a Hong merchant, I believe.

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Captain
W. L. Pope.

3848. Was the quality of your tea good?—I believe it to be as good as any on board the ship.

3849. Had you ever been before in China?—I never had.

3850. Did you find any difficulty in carrying on your commercial transactions there?—Not the slightest whatever.

3851. Had any of your officers or crew been there before?—None of the officers had; perhaps some of the men may have been there before, but it is unknown to me.

3852. As to the comparison with a voyage to Bengal or Bombay, did you find more or less difficulty in Canton in making your arrangements than you would in other places?—I found greater facility in transacting business at Canton than I had in any part of India, and I have been to all the Presidencies in India.

3853. Had you any intercourse with the merchants at Canton that would give you information with respect to the result of opening the trade?—I had not much communication with the merchants, any more than merely in selling the little I had on the ship's account; but they were excessively anxious to know if I had any goods on board for sale.

3854. Were you able to ascertain whether you could have disposed of them at a profit, if you had had such goods on board?—I was told that I could dispose of British manufactured goods, at that time, at a great profit.

3855. Had you any guns on board; and what was the number of your crew?—I had four guns; and the crew were forty-nine, including myself and officers.

3856. Had you any difficulty in maintaining discipline amongst those persons, or any complaints made against them, whilst you were in the river at Canton?—I had no difficulty whatever. Part of the crew landed twice on Dean's Island, which they are allowed to do, according to the Company's regulations; they returned very orderly, and were very obedient.

3857. What was the reason you had so large a crew as forty-nine persons?—According to the regulations of the charter-party.

3858. Were those regulations in consequence of the Boyne having been used as a convict ship?—To the best of my recollection, forty-seven men were the number required by the Transport Board; but forty-nine were required by the Company.

3859. What number would you have considered necessary for the purposes of the management of your ship for ordinary commercial purposes, if you had not been bound by the charter-party?—I have since been to India in the same ship as a free trader, and the whole of the crew, I think, were in number forty-five; but then there were four servants to attend on passengers, and an extra cook, and a butcher and poulterer, which we had.

not on the former voyage, which being deducted reduced the number of effective men to about thirty-five; and I found them quite sufficient.

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3860. If you had been sailing in the *Boyne* for purposes purely of a commercial character from England to Canton, without passengers, what crew would you have felt sufficient for the due security and navigation of the vessels?—I should say forty would be quite a sufficient number for that vessel.

3861. In loading your vessel at Canton, did you make use of Chinese or of your own hands?—My own people received and stowed the cargo; I had not a Chinese on board.

3862. Are you aware what is the usage with respect to the Company's ships?—I believe it to be usual with them to employ Chinese for the purpose of stowing their cargoes; but my men were so orderly that I had no occasion to employ any.

3863. What did your crew consist of?—Europeans.

3864. Of what nations?—Probably I might have had some of all nations.

3865. Was the bulk of the crew Englishmen?—Yes. There might have been four or five foreigners, but they had been many years in English vessels.

3866. Can you state what was the damage the owners had to pay to the Company for tea spoiled?—There was some slight damage, to the amount of about £200; but that was in consequence of improper ballast, and I had to come round the Cape of Good Hope in the dead of winter: I was a month off the Cape in hard gales.

3867. Are you aware what the proportion of damage in the Company's large ships is?—I have not any idea; but I have heard that some of them damage a great deal.

3868. Do you think the class of ship you commanded calculated to bring the tea in as good order as the large ships employed by the Company?—I do.

3869. Do you say that from your own knowledge, as a seaman?—I do.

3870. Are you aware what proportion of tea-cargo you carried, comparing the registered tonnage of your ship with the registered tonnage of the large ships?—Yes; the large ships, some of them take a few tons less than their tonnage, some take a few more. My ship took a few tons less than her tonnage; but there were several other small ships that were chartered in the same year that took a considerable quantity more than their tonnage.

3871. Do you mean to say, that a 1,200-ton ship of the Company does not carry more in proportion to her tonnage than your ship of 600 tons?—She does not. I am satisfied that we carry in proportion equal to any 1200-ton ship.

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3872. Do you think that two 600-ton ships would bring home as much tea as one of the Company's 1200-ton ships?—

Yes.

3873. Would they bring more?—About the same quantity.

3874. Would they bring it in as good condition as the larger ships?—They would, leaving Canton at the season at which they do, which is a favourable time to come round the Cape of Good Hope.

3875. What freight were you chartered for?—£19. 18s. for the cargo home.

3876. Do you know what was the rate of freight paid on the Company's regular ships from Canton to England for tea the season you were there?—I believe from £18 to £24.

3877. Do you mean that the officers' tonnage was sold at that rate?—Perhaps more; but the owners of those ships at that time were receiving the lowest, I believe, £18, and the highest £24.

3878. The question refers solely to the freight home from China in the officers' privilege?—The officers got £35 to £40 a ton from private individuals.

3879. Do you know of any getting that rate at that season?—I heard of several; and I believe some got as much as £38.

3880. You have stated that the freight of the tonnage paid for your ship from Canton to England was £10. 18s.; what was paid to the shipper by the Transport Board for a voyage from London to New South Wales?—£5. 9s. 6d.

3881. And you stated that you took on from New South Wales to Canton twenty tons of iron and fifty tons of flints?—Yes.

3882. Was any cargo put on board at New South Wales and carried on to Canton?—None.

3883. At what rate of freight did you estimate those seventy tons?—I never made a calculation, as we were permitted by the Transport Board to put it in as dead weight, and it was also permitted by the East-India Company.

3884. You admit that that was an advantage to the ship?—It was; the Chinese will not allow a ship to enter their port unless she brings something in the shape of cargo.

3885. When you stated that the freight paid by the Company is from £18 to £24, are you not aware that this is for a voyage out and home circuitous?—Quite aware.

3886. From the experience you have had in stowing cargoes in different parts of the world, will you state whether there is any particular art, or any greater difficulty in stowing a tea-cargo than any other cargo from any other port where you have

been?—I believe a tea-cargo to be the easiest cargo there is to stow, because the chests are square. 18 Mar. 1830.

3887. Have you ever been on board the Company's ships while stowing tea?—I have. *Capt. W. L. Pope.*

3888. Do you not use the same mode of setting up the chests, by screws, as they do on board the Company's ships?—When it is necessary.

3889. Then you do not consider any peculiar art required in the stowage of tea, more than that of a general cargo?—I do not; for my teas were stowed by an officer who never stowed a tea cargo before, and it was approved of here by the Company's surveyors after my arrival in England.

3890. Would you not consider that a tea-cargo could be stowed more easily than a general cargo of different kinds of goods, which required placing according to the nature and quality of the article?—I believe it to be much easier than a general cargo.

3891. Do you know what profit you made upon the tea?—I think it paid about £35 a ton profit.

3892. Are you aware of the quality of the Company's tea which was imported on board your ship?—I believe it to be good; but I am not aware. There were different sorts of tea; there were boheas, twankays, hyson, and souchong.

3893. Are you aware of the quality of the tea laden on board your ship, belonging to the Company?—I am not, as I before stated.

3894. How then can you assert that your own is as good as that belonging to the Company?—Because I do not believe there can be better tea got in China than what I had.

3895. You stated that the Company's officers are employed to lay the cargo on board the ships; are you sure of that fact?—I am quite sure of it.

3896. You stated that you met with great facilities in the lading and unlading of your ship in China; are you not aware that that was in consequence of your being a Company's ship, under the orders of the supercargoes?—I am; but I saw several ships there that were country ships, and ships that were not employed by the Company, that were despatched, and met with the same facility that I did.

3897. Are you of opinion that no advantage attached to the circumstance of your having been in the employment of the Company at that time?—I do not think there was, so far as regards the despatching of the ship. If there had been an agent there to procure the cargo and have it ready, she would have been despatched as soon as she was by the East-India Company's supercargoes.

3898. Are the Committee to understand that the Company's

18 Mar. 1830. regulations induced you to navigate the Boyne with one-fourth of the crew more than you would have had if you had consulted your own interest?—I should have said forty was quite enough for that ship, and I was obliged to have forty-nine.

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3899. If you had had double the quantity of iron, and double the quantity of flint, do you think you could have sold them readily at equal profit?—I could; they were anxious to have more, and would have bought more if I had had it.

3900. Is it your opinion that the trade in flint and iron could be materially extended?—There was a demand at that time for those articles.

3901. Are you able to state whether the port-charges at Canton fall more severely upon a small ship than upon a large one?—The smaller the ship is the less they are. The ship that I know the charges of was 651 tons, and she was considered a first-class ship. I do not know what a second-class ship would have had to pay, but there would have been a considerable difference.

3902. Do you know how many classes of ships the Chinese make in charging the measurement?—I believe there are three classes.

3903. Can you state the number of tons forming a first class?—I cannot.

3904. Supposing a ship was to leave England at the proper season of the year, what time do you think would be required to make an average voyage from England to Canton and back?—It could be done very well in nine months.

3905. What time do the Company's ships require to make the same voyage?—They generally go to India first. The direct ships, I believe, make their voyage in about twelve months out and home; those that go by India, I think, about fourteen months.

3906. Do not the Company's ships lie very long in the port of Canton?—Some of them, I believe, lie there a considerable time, perhaps three or four months.

3907. Do you consider that they lie, generally speaking, longer than private ships would lie, carrying on the same trade?—Private ships would leave at all seasons, but the Company's ships are obliged to wait for the change of the monsoon.

3908. Can you give the Committee any account of the average duration of the voyage of a Company's ship and of a private ship, taking that circumstance into consideration?—I cannot; there are few private ships that go direct.

3909. You have stated that the voyage you made was a circuitous voyage?—It was.

3910. Was it as circuitous a voyage as the Company's ships make when they go from England to India, and from thence to

China?—It was more so. I went the eastern passage to China, through the Pacific: I was as far as 177 degrees of east longitude. 18 Mar. 1830

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3911. What would have been your freight direct to Canton for a cargo and back, if you had been chartered out?—I think there were ships which went that same year out and back for £13.

3912. What length of time were you in making this voyage?—I was about sixteen months on the voyage.

3913. If you had made a voyage direct to Canton might you have completed it in nine or ten months?—It could be made in that time.

3914. You have stated that the freight of the Company's ships was from £18 to £24 per ton on the circuitous voyage, do you know what was the freight of the Company's direct ships to Canton?—They are built expressly for the Company, and taken up at so much per ton. It is optional with the Company either to send them a double voyage or a direct voyage, therefore they got the same for going a direct voyage as they would for going a double voyage.

3915. Were you on board of your ship when the tea came alongside in the Canton river?—I was.

3916. What quantity did the boats bring down at a time?—About 700 or 800 chests at one time.

3917. Were you able to take them all in one day?—I was able to take in three chops in one day.

3918. Were you able, in a ship of that size, to stow all that was sent down to you in each day within the twenty-four hours?—Yes; I stowed three chops one day, but two on an average.

3919. That being 1,400 or 1,500 chests?—About that.

3920. Were you able to stow them finally as you took them in?—We were.

3921. And you found no inconvenience in having that quantity brought alongside in one day?—Not the slightest.

3922. Do you consider that the Company's large ships have any advantage over a 500 or 600-ton ship, in being able to stow them faster than you can?—They would certainly be able to stow more in a day than we could do.

3923. If the quantity was limited to 600 or 800 chests per day, do you think they then would have any advantage over you?—No, I do not.

3924. Are you now commanding a vessel?—I am in the command of the *Lady Macnaghten*.

3925. For how much would you tender your ship to go to Canton, direct, choosing your own time of sailing, to bring home

18 Mar. 1830. a cargo of tea, and reckoning a ton of tea at fifty cubical feet? —The Lady Macnaghten does not belong to myself; but I am building a ship, which will be ready next year, and I should be very glad to get the ship engaged by the East-India Company to go to China annually, at £9 per ton, out and home, calculating the tonnage at fifty cubical feet.

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W. L. Pope.*

3926. What sized ship will your ship be?—About 300 tons.

3927. Do you contemplate making the payment of the cumshaw and the measurement, and those other duties which you stated to have been paid on the Lady East?—Not in the £9.

3928. Do you contemplate to pay the pilotage, and port-charges of that nature?—I do in the £9.

3929. Then you would leave the cumshaw and the measurement-duty as an additional charge to the freighter, and not to the owner?—No.

3930. By whom would the commission be paid?—By the person who pays the cumshaw and measurement: that would be a charge on the ship.

3931. What is your idea of the comparative advantages of a large and a small ship entering Canton river, as to the facilities of going up and down?—A small ship is the handiest, certainly, and easier to get up than larger ships.

3932. Were any of the Company's larger ships at Whampoa when you were there?—There were two or three.

3933. Did they take in all their cargo at Whampoa, or did they go below the second bar?—To complete their cargo they were obliged to go down below the second bar.

3934. Did you complete your cargo at Whampoa?—We did.

3935. Do you not consider it some advantage to be able to complete your cargo at one place?—I do, because there is not the risk of the chops, which are no very fine boats; and I consider that by their going down below the second bar there is great risk.

3936. With whom would the loss lie if a chop containing tea for a ship was lost on the way to the ship?—That is a point on which I am not prepared to speak.

3937. Did any instance of loss take place while you were there?—Not any, to my knowledge.

3938. What is the distance from Canton to Whampoa?—About ten miles.

3939. What is the distance from Whampoa to the place below the second bar, where the large ships take in their cargo?—I do not know exactly the number of miles, but I think it is about seventeen or eighteen.

3940. You have stated that you would be glad to engage your ship to the Company, to go to Canton and back, at the

rate of £9 per ton of fifty cubic feet; what is the size of the ton for which you say the Company were paying £18 to £24?—The Company pay for a ton of seventy-two cubical feet; but I should be happy to engage at £9 a ton of fifty cubic feet. The Company pay at so many cwt. to the ton, from eight to ten is the weight; and the tea, when packed in chests, is seventy-two cubic feet to the ton.

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3941. What would be the tonnage at which you would engage your new ship, if the terms were exactly the same as the East-India Company's?—I could fit a ship of 600 tons the same as the Company's ships are fitted, and sail that ship direct to Canton and back, for £13 a ton; and for £2 a ton more I could pay the port-dues.

3942. What were the Company paying?—The Company were paying from £18 to £24 per ton.

3943. Do you consider it necessary to have the same quantity of stores and crew on board your own ship as the Company have by their regulations?—I do not. I think they are overmanned; that is, that many of the men may be dispensed with.

3944. If instead of fitting the ship as the Company prescribe, you were only to give the ship that description of fitting which you consider necessary for her safe voyage from England to Canton and back, at what rate per ton could you do it?—For £13 a ton on the register tonnage.

3945. Supposing your ship to be 600 tons register measurement, you would be able to bring home 600 tons of tea, each ton being seventy-two cubical feet?—About that quantity.

3946. Did you not state that, in the season in which you performed your voyage, there were other ships freighted by the Company out and home, for £13 a ton?—There were.

3947. How do you account for the difference between the freight at which you could afford to send your ship to Canton and back, and the freight which the Company pay?—The only difference is, that the owners of the Company's ships derive a greater profit from their voyages than we should be content with.

3948. Do not the Company freight their ships by tender?—They do.

3949. How do you account for the circumstance, that in taking the lowest tender they still freight their ships at a much higher freight than you say you could afford to freight a ship to Canton and back, with the same fitting up?—It is only of late years that the Company have chartered small ships; they have always imported their teas in large ships, and those ships were contracted for before they were built, and built expressly to perform six voyages, at a certain rate per ton.

3950. Then you mean, that it is a more expensive process to contract by tender in that way for a ship for six years, than

8 Mar. 1830. it would be to engage a ship upon tender for a specific voyage?

—It is more expensive to the Company.

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3951. You have said that you would tender a ship to go to China, and bring home a cargo of tea, complying with the usual terms and conditions required by the India Company, at £13 per ton?—Upon the registered tonnage.

3952. Upon those terms, do you understand that you are to have all the stores, the number of men, and every other condition required by the Company complied with?—I do; but the Company paying the cumshaw and measurement, which I estimate at about £2 a ton.

3953. Supposing you were at perfect liberty to proceed to Canton, freighted by a private individual, the only condition being to have the ship sea-worthy, with all necessary stores, but to make the best of your voyage there and back, and carrying no more stores, nor coming under any other condition, further than you thought necessary for the safety of the ship; at what rate per ton would you charter a vessel on the registered tonnage?—At £13 a ton. If the ship was chartered by a private individual at £13 a ton, I could pay the cumshaw and measurement, which would be about £11 on the registered ton.

3954. Is that the only difference between freighting for the Company and freighting for an individual, and being at liberty to make the voyage as you pleased?—The Company's regulations are more expensive as to fitting, but I am not prepared to say quite exactly to what amount.

3955. If you could supply shipping to the Company at £13 a ton, how do you account for so much higher freight being paid, competition being already had recourse to?—I cannot account for it in any other way, than that the ships were taken up at that rate of freight when materials for fitting ships were more expensive than they are now.

3956. Then you would attribute the shipping at the present rate of freight to the term not having yet expired for which they were originally engaged?—Yes.

3957. If that term had expired, do you assume that the Company could supply themselves with shipping much cheaper in the time to come?—Much cheaper; but the larger ships would still be more expensive to the Company than the smaller ones.

3958. You were engaged in this voyage in the year 1826-7; are you aware what difference there was in the outfit of a ship and the provisions of a ship between 1826-7 and 1829-30?—I am not; every thing is certainly much cheaper than it was at that time, but I cannot say in what proportion.

3959. You have stated that the Company, while you were in China, were paying at the rate of from £18 to £24 a ton; are

you aware of the nature of the voyages those ships are liable to?—I am not, any further than they proceed to India; some to Saint Helena, some to Bombay and China, others to Bengal and China, others to Madras and China.

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3960. Are you aware that they are liable to be employed at the call of the Court of Directors for any purpose political as well as commercial?—I am.

3961. Are you not aware that there must be a great difference between those ships which are liable to be used for political purposes, as transports and men-of-war, and ships going direct to China?—There must be a great difference certainly; but not equal to the difference between £13 and £18.

3962. Have you not stated, that ships engaged at the rate of from £18 to £24 were ships upon old contracts, seven, eight, and ten years old?—Yes.

3963. Do you apprehend there is any difference between the prices of this day and the prices of ten years back?—Things certainly are cheaper now than they were at that time.

3964. Do you apprehend that if all the ships required to bring home the annual supply of tea for this country were to be advertised for in this market, that would not have a great effect in raising the price of freight, which you now say you could supply at £13 a ton?—I think it would be a means of employing a great number of ships that now cannot find employment. Perhaps it would affect the freight a little, but not much; there are so many ships that the competition would be very great.

3965. Are you aware that the owners, for the freight of £18 and £24, are obliged to carry twenty guns, and six thirty-two pound carronades?—Yes.

3966. Do you consider that necessary in fitting out a ship to go to Canton for a China cargo?—I do not.

3967. Then you would save all the expenses connected with that supply?—I would. I should consider six guns quite sufficient for a ship of 600 tons.

3968. How many cables would you consider it necessary to take in a ship going out direct to Canton?—I should have three cables, two bowers and a stream.

3969. If the Company require seven cables, would not that be also an additional expense to be deducted in any tender you would make?—It would be attended with additional expense of course.

3970. How long have you commanded a ship?—I have commanded a ship since 1823.

3971. Do you know what the freight was in 1820?—I do not.

3972. In estimating the freight you have spoken of, how many days delay in the port would you calculate upon as occurring at Canton?—I should calculate on thirty days.

15 Mar. 1830. 3973. Would thirty lay-days commonly be sufficient for the purpose?—Quite sufficient.

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3974. And do you not conceive that, under those circumstances, demurrage would commonly be charged?—I think not.

3975. Do you know that, at the present moment, demurrage is charged upon the Company's ships?—I am aware that there is a demurrage at times.

3976. Do you conceive that demurrage would be charged, provided the ship were freighted by private individuals, commonly speaking?—A great deal depends upon the nature of the engagement.

3977. Do you know how many lay-days the Company calculate upon at Canton?—I do not recollect the number of lay-days. I only know that I had no demurrage.

Mr. JOHN SIMPSON called in, and examined.

Mr. J. Simpson. 3978. You are an insurance broker in London?—I am.

3979. Have you any partner?—The firm is Stuart and Simpson.

3980. Are you in the habit of doing insurances to the East-Indies and China?—Occasionally to the East-Indies, not often to China.

3981. Are you aware of the rate of premium both to the East-Indies and China?—I am.

3982. Can you state the rate of premium on a first-class British ship from hence to Canton?—50s. out upon the ship.

3983. What would be the rate upon goods, upon manufactures, for instance?—About the same. Something might depend upon the nature of the goods; if they were liable to damage, it would be something more.

3984. What would it be from Canton back to England?—The same.

3985. What would it be from London to Canton, and back to England?—Five pounds.

3986. Would it be the same from other parts of the United Kingdom?—Yes, about the same, or rather less.

3987. Are those the current rates at which you have known insurance done?—There is not a great deal done to China in Lloyd's; but those are the rates upon what is done, when it is done through insurance brokers, and it is the rate upon other vessels that go to Siacapore, Batavia, and the neighbouring ports there; and I am aware that the underwriters would as lief go to Canton at once and back again, as to those ports I have mentioned.

3988. Have you ever effected any insurances on goods by the Company's ships?—It is some time since I have done any thing

of that sort; it is done by respondentia frequently upon the voyage out and home, which I have done.

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3989. Which do you consider has the advantage in insurance generally; on which is the premium less, on a Company's ship or a private trader?—I do not think there would be any difference whatever.

3990. Have you ever done any insurances on goods by American ships to East-India or to China?—I never have.

3991. Have you any means of knowing what would be the rate of insurance demanded at Lloyd's upon American ships?—It would depend upon the nature of the goods, and the description given of the ship. The American ships are not generally comprised in our registers, but if the description were good, the premium would be the same.

3992. Is there any difference made at Lloyd's between the insurance of a ship of a large tonnage of 1200 tons, and the insurance of a ship of 400 tons?—I do not think there is any difference; some would prefer the large one, and some the small. I have heard the large ones objected to, on account of the great number of men on board, and the accidents happening in consequence.

3993. You conceive it would be as well, or perhaps better done upon a ship of 400 or 500 tons as upon a ship of 1200 tons?—I think it would be quite as well.

3994. Would the underwriters make any difference?—I do not think they would.

3995. Is there any objection made to the Company's ships on account of the particular regulations to which they are subjected, that they are obliged to be at the disposal of the Company, whatever may be their voyage, in case of their requiring it?—Insurances done by them are done subject to the regulations of the Company, but I am not aware that the premium is any higher in consequence.

3996. Is not the insurance upon a Company's ship out and home to China, £4. 10s.?—I never heard of such a premium: I have seen £6.

3997. Do you insure against fire-risk as well as a-risk?—Certainly; what I have mentioned includes all risks.

3998. How long has your firm been established in London?—I have been thirty years in it; twenty-four a partner.

3999. And you have been the greater part of that time engaged in insurance of ships to India and China?—Yes.

3400a. Have you been in the habit of insuring ships from Liverpool to India?—Yes.

3401a. Has the premium been the same as upon the English ships?—The premium to India and back has varied in compa-

16 Mar. 1830. rison to the goodness of the vessel. Upon class No. 1. I have done them from Liverpool to Calcutta and back at £4.

Mr. J. Simpson.

3402a. Are there not a greater number of ships of class No. 1 insured at four per cent than at five, from Liverpool?—

3403a. What are the crews of those ships?—It depends on the tonnage.

3404a. Are not the Company's ships to China held to be one of the best risks that the underwriters have an opportunity of insuring?—Yes, they are.

